

**FEATURING THE BEST OLD BUSES AROUND**

# Bus & Coach PRESERVATION

Inside this month:

**ECONOMIC RELIANCE**



**GVVT IN THE COMMUNITY**



**GASH & SONS CVD6**



**RHONDDA DART**



Plus the latest news,  
views and much more!



# KENTISH BELLE

**M&D LEYLAND PD2 REVISITED**





## BRIGHTON BLUES

Until 1933 in Brighton, trams reigned supreme even though powers to operate both motorbuses and trolleybuses had been granted in 1912. Routes using hired motorbuses began in 1933 but were deemed unsuccessful and were soon withdrawn.

As a result of a pooling agreement with Brighton, Hove & District, trolleybuses and motorbuses began to replace trams in 1939, the vehicles sharing BH&D's red and cream livery with corporation crests below the fleetnames applied to the side of vehicles.

A new joint agreement came into being in 1970 which allowed the corporation to

adopt its own livery and a French blue and white scheme was decided upon.

Also at this time the fleet of forward-entrance Leyland PD2s and PD3s were converted to OPO by angling the front bulkhead window beneath the canopy allowing the driver access to boarding passengers. Although somewhat clumsy, the idea was soon adopted by other operators.

Inevitably OPO single-deckers and Leyland Atlanteans followed and the fleet settled down to a quiet period leading up to deregulation and privatisation. As council-owned Brighton Blue Buses, operations continued, the company being absorbed by Brighton & Hove in 1997.

**MAIN PICTURE:** Rear-engined double-deckers arrived in 1971 in the shape of Willowbrook-bodied Leyland Atlanteans. Seen here laying over in Old Steine in July 1973 is No 81 (TUF 81J).

**UPPER RIGHT:** Representing the fleet of Weymann-bodied Leyland PD2/PD3s is 1965-built PD2/37 No 28 (BUF 528C). No 28 ended its days with South Wales operator Eynon's.

**LOWER RIGHT:** Later Atlanteans were bodied by East Lancs. Seen here at Old Steine is No 7 (TYJ 7S) new in 1978.

Pictures: PRESBUS ARCHIVE







## NEWS PLUS

The latest news from the world of bus preservation and beyond.

## BACK ON PARADE

DAVID JUKES reports on the restoration of Maidstone & District DH400, a 1951 all-Leyland Titan PD2/12.

## RETURN JOURNEY: M&D TRANSITION

Maidstone & District shed its traditional colours for corporate hues in the 1970s as pictured by HUGH JONES.



## ON THE ROAD

This month's selection of mature buses and coaches on the UK's roads is presented by DAVID JUKES.

## A DART FOR THE VALLEYS

STEPHEN WREN brings us the story of recently restored Plaxton Pointer-bodied Rhondda Buses 91 (K91 BNY).

## RETURN JOURNEY: DEREGULATION DARTS

The Plaxton Pointer turned out to overwhelmingly become the most popular choice of bodywork for the Dennis Dart. Here's a selection...

## ECONOMIC SITUATION

A former Economic of Whitburn AEC Reliance may soon earn its keep as NICK LARKIN reports.

## FORTY YEARS AGO —

## A QUESTION OF A NAME IN WALES

TUDOR THOMAS recalls the rise and fall of National Welsh.

## COACHING CLASSICS: LITTLE & LARGE IN DORSET

Bere Regis & District days remembered.



## OPEN DAY AT DEWSBURY

PHILIP LAMB visits an early season event.

## HUCKNALL HERITAGE

The 2018 season started early at the Nottingham Heritage Vehicles' Hucknall base with its 25 February open-day illustrated by SHANE ROSS.

## BACK ON THE ROAD IN GLASGOW

The Glasgow Vintage Vehicle Trust supports the local community as SIMON GILL discovers.

## 40 YEARS IN PRESERVATION

JOHN CHILD teams up with JOHN MARSHALL and ROBERT LOWE for the latest update of ex-Gash & Sons DD7.

## THE MODEL PAGE

NIGEL APPLEFORD describes the Original Omnibus Company's BMMO D9 model.

## OFF ROUTE

A bizarre transformation for a low-floor Dennis Dart and a tribute to 1940s lady bus drivers are among this month's diverse selection of goodies from NICK LARKIN.

## BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

**COVER: The 1950s at Maidstone & District are recalled by preserved DH400 (NKT 896), a 1951 all-Leyland PD2/12. Discover more on page 12. DAVID JUKES**

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6126, SN15 LGV (BRANDED 50) (50 Birmingham) Jan-18

UK-6503 STAGECOACH LONDON ADL 400 2 Door  
10347, SN16 OLO (498 Brentwood) FEB-18

UK-6504 STAGECOACH IN OXFORDSHIRE  
10684, SN66 WHC (3 Rose Hill) Feb-18

UK-6505 READING BUSES—ADL ENVIRO 400  
758, YX64 VRU (17 Tilehurst) Apr-18

UK-6506 FIRST BRISTOL—ADL ENVIRO 400  
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76MW6004 TILLING TRANSPORT - BRISTOL MW £15

76PAN008 A TIMPSON & SONS—PLAX. PANORAMA £15

76PD2-006 STRATFORD BLUE - LEYLAND TITAN £18

76SB003 LONDON GREENLINE - SARO BUS £15

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NNR006 LONDON GENERAL - NBFL (LT50) £8

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JB-22

HANTS & DORSET PANORAMA

JB-25

METROPOLITAN FELTHAM TRAM

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JB-29

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Open & Running Day

15th April  
Brooklands Transport  
Museum  
Spring Bus Rally and  
Running Day

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Garage  
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# Finding Hidden Treasures

It has been my privilege to recently view, photograph and ride a select few preserved buses that have been out of the public eye for not inconsiderable lengths of time. A visit to Sussex for this month's cover story was extended by Chris Pearce, chairman of Southdown Historic Vehicles Ltd, who was very keen to show me his latest acquisitions – former City of Portsmouth No 78 (GTP 995), a 1952 all-Leyland Titan PD2/10, and ex-Stockport Corporation No 93 (MJA 893G), a 1969 East Lancs-bodied Leyland Titan PD3/14.

No 78 is quite a time warp thanks to its dry storage by previous owner Andrew Howe for some 42 years. It has recently

been mechanically overhauled by Richard Alexander and Daniel Pearce to enable appearances in 'as found' condition this year.

The PD3 is among the last built and was owned by F E Finch Coaches of Wigan for 32 years before its recent discovery on a private site. Chris hopes No 93 will make its preservation debut at this year's Goodwood Revival – watch this space! He has also acquired sister MJA 896G, itself kept privately under cover for many years.

Just how many other treasures will be rediscovered in years to come? Do please let B&CP know when you find them.

DAVID JUKES





## Quorn Bus & Rail Event

The Great Central Railway's Quorn & Woodhouse station will host a bus and rail event on Saturday 21 April. The event, now in its fifth year, is jointly organised by the Leicester Transport Heritage Trust and the Great Central Railway and has grown in popularity with public and enthusiasts alike. Free vintage bus and coach rides will be available between 10.00 and 17.00; numerous vehicles will be operated or on static display.

Explains Trust Chairman Richard Worman: 'We have added two routes alongside the frequent shuttle to the two Loughborough railway stations and successful Barrow trip from last year. We are pleased to announce a visiting 1960 Leyland that was bodied locally by Willowbrook in Loughborough, and hope a newly-restored Coventry double-decker will make its debut at the event.'

The Great Central Railway will operate an increased frequency of steam and diesel passenger services with short ride and all-day tickets available. There will be stalls selling transport-related items and other vehicles displayed. Refreshments will be available at the Great Central Railway's Quorn & Woodhouse and Loughborough stations; car parking will also be available at the former. Picture: RUSSELL STRONG



## Retrobus Rescheduled

Overnight snow caused by the so-called 'Mini Beast from the East' forced the late cancellation of the Hampshire Bus

Preservation's 'Retrobus: The Bristol VRT' event on 18 March. A new date of **Sunday 6 May 2018** is set for the event, which will

be based at Winchester's St Catherine's Park & Ride site between 10.00 and 17.00.

Said event organiser Jason Rayner: 'We had to make the heart-breaking decision to cancel the event as we were unable to operate safely. We will not be beaten by the weather and remain keen to get as many Bristol VRTs together on our new date.'

There will now be two consecutive days of bus action in Winchester with the Friends of King Alfred Buses event the following day, Bank Holiday Monday 7 May.

More details of the Retrobus event are available on the Hampshire Bus Preservation website: [www.hampshirebuses.weebly.com](http://www.hampshirebuses.weebly.com). Picture: DAVID JUKES





## SB to New Zealand

A 1956 Duple Vega-bodied Bedford SBG originally registered TUE 132 was exported to New Zealand this February by its owner, who recently emigrated from the UK.

TUE 132 was new to Hill of Stockingford and had passed to Skills of Nottingham by October 1989, with which it was re-registered 6 EBH in July 1998; the original 6 EBH (another Bedford SBG) was subsequently scrapped. The coach was sold to Terry Howlett of Shephed in 2002 and received a full mechanical and exterior restoration.

It was re-registered 748 UYL then sold to a Stamford (Lincolnshire) gentleman in 2015 for conversion to a motor home. A change of plan saw the Bedford sold to its current owner, by whom it was sent to Eastgate Trimmers of Pickering for seating and interior retrimming.

Picture: JOHN WAKEFIELD COLLECTION



## On the Move

The Southampton & District Transport Heritage Trust (S&DTHT) has moved its vehicles from a private site at North Baddesley to a new home within the Bursledon Brickworks Museum site near Hamble.

S&DTHT Chairman David Hutchings explained: 'This move will assist the Trust's progression and open up more opportunities for us. It will also help us keep the buses on the road into future years.'

The final movement from North Baddesley was the hulk of former City of Southampton 195 (HTR 557P), a 1975 East Lancs-bodied Leyland Atlantean

AN68, that went to a local scrapyard after donating many parts to the Trust's other ex-Southampton Atlanteans.

The S&DTHT will be involved in the **Brickworks Bricks, Beer and Buses Festival** on **Saturday 12 May** at its new home between 12.30 and 17.30. Tickets (£7) are limited and must be purchased in advance from the Brickworks Museum or several local pubs – see [www.bursledonbrickworks.org.uk](http://www.bursledonbrickworks.org.uk) for details.

Heritage buses will provide a service from Swanwick railway station to the Museum where real ales, ciders, wines, soft drinks, food and live music will be on offer.

Picture: MIKE SCHMIDT



## B&CP 2018 Rally and Events Guide Updates

The **50th East Coast Run** from East Park, Hull to Bridlington Cliff Top will take place on **Sunday 10 June**. Entries for buses, coaches, commercials, vans and cars over 15 years old are invited; forms are available from [events@eytcc.org.uk](mailto:events@eytcc.org.uk) or, with sae, to EYTCC Events, P.O. Box 320, HULL HU11 5QR. There will also be transport-related sales stands at Bridlington.

The **Haverhill Historic Transport Rally and Road Run** will take place on **Sunday 1 July** from 9.00 to 17.00 at the Arts Centre Car Park, Haverhill, Suffolk CB9 8AR. Organised by

the HCVS East Anglia Area Section, this event is open to buses, coaches, commercials, cars and motorbikes. There will be a morning road run of approximately 25 miles taking in local villages, plus free bus and coach rides. Information and entry details are available from Sue Hickford ([sue\\_hickford@yahoo.co.uk](mailto:sue_hickford@yahoo.co.uk) or 01787 277963).

This year's **Reading Buses Open Day** will be held at Great Knollys Street Garage on **Sunday 1 July**. The Open Day is a key part of Reading Buses' fundraising for Autism Berkshire, its 2018 Charity of the Year.

Said Jake Osman, Reading

Buses Marketing and Communications Manager: 'We ask our regular supporters, and those who have not previously experienced the Open Day, to put this date in their diary as a "not to be missed" event. It is a great day out for families, enthusiasts and people who just want a bit of fun, with attractions such as behind the scenes tours, rides through the bus wash and the ever-popular barbeque.'

The **Aston Manor Road Transport Museum Autumn Collectors' Fair** will now be held on **Sunday 25 November** (not Sunday 18 November as previously advertised) owing to a local

clash of dates. Further information is available from the Museum ([www.amrtm.org](http://www.amrtm.org), 01922 454761 or Facebook under the Museum's name).





## VAS Parts Offered

201 HOU, a 1963 Plaxton Embassy-bodied Bedford VAS1 new to Cooke of Stoughton and later operated by Safeguard of Guildford is being broken for parts by Dan Shears at the West of England Transport Collection's Winkleigh base. It was acquired some years ago for spares by Dan's father, the legendary Colin

Shears, but has until now been left in the yard untouched. Dan has no use for the parts himself so is dismantling the coach and offering parts to other enthusiasts and restorers.

Anyone interested should contact Dan at [daniel.shearswetc@gmail.com](mailto:daniel.shearswetc@gmail.com).

Picture: DAN SHEARS



## Fifth OB joins Ages Past fleet

Eversley-based wedding hire operator Ages Past added a fifth Bedford OB to its fleet in November 2017. The latest acquisition is 1950 Duple Vista-bodied LUR 446, new to Kirby of Bushey Heath.

It was first acquired for preservation by John Preston of Cradley (Worcestershire). in 1989, passing in 2011 to Brian Stevens of Great Bromley by whom the OB was given a full restoration back to Kirby's livery. Mark Sleep, the proprietor of Ages Past, has re-certified LUR 446 to Class 6 PCV standard and it joins the fleet's other OBs: FJB 267, KEL 94, KNN 314 and LSU 857.

Picture: AGES PAST



## RMOOA Goes Digital

The Routemaster Association has announced the introduction of Digital Membership for £15 per year.

Membership is open to anyone with an interest in Routemasters: enthusiasts, operators, private owners and suppliers of

parts or services. Digital members receive the same benefits as full members, the only difference being the e-mailing of an electronic copy of the Association's quarterly magazine instead of receiving a posted printed copy.

An application for digital membership can be completed on-line at [www.routemaster.org.uk](http://www.routemaster.org.uk) or by sending an e-mail to the Membership Secretary: [membership@routemaster.org.uk](mailto:membership@routemaster.org.uk).

Picture: NIGEL APPLEFORD





## Spice Girls' Bus to Move?

A Spice Girls-obsessed fan is on a mission to refurbish the former Spice Bus and return it to the streets of London.

The Union Flag-embellished bus, originally East Midland Motor Services No 172 (VTV 172S), a 1978 Eastern Coach Works-bodied Bristol VRT/SL3, has been a static attraction at the Island Harbour Marina, Newport (Isle of Wight), since December 2013. It was driven around London by Meat Loaf (as Dennis the Bus Driver) in the 1997 film 'Spice World' registered 5 GIRLS but was later found abandoned in a storage facility by Marina owner Eammon O'Connor, who planned to use it for promotional purposes.

Spice Girls fan Alan Smith-Allison of Wirral, Merseyside, wants to restore the Spice Bus and exhibit it at the 'Spice Up London' exhibition, to be held at the Business Design Centre, Angel Islington, from 28 July to 20 August 2018. He has launched a Crowdfunding appeal to raise the estimated £12,000 restoration costs: 'It is in disrepair and we need to get it restored and roadworthy to make the journey to London,' said Alan, who hopes

to recreate onboard movie scenes. 'It will be great if fans could go on the bus, and I hope the Spice Girls will get involved in some way.'

Island Harbour Marina manager

Darren Cooke is happy to help and was hoping to agree a loan of the bus with Alan. The mission can be followed on Twitter: @SpiceBus2018.

Picture: TERRY JONES



## Conversations and Memories

A weekend celebrating the installation of 'Conversations and Memories' contemporary sculptures by Musson+Retallick will take place on 28 and 29 April at Crich Tramway Village. 'Conversations and Memories' is a permanent legacy to the tramway men, women and their families whose lives were lost or changed by the Great War.

The National Tramway Museum's Nationally Designated collections include material relevant to the period, including oral history recordings, rolls of honour, employee records, wage books and photographs. These have helped inspire the final artwork, which consists of groups of abstract steel figures in various locations around the Tramway Village.

The celebratory weekend will include post-installation talks and walks with Musson+Retallick, winners in the 2017 International Civic Trust Awards for their Somme Memorial Artwork in Barnsley.

Laura Waters, Crich Tramway Village Curator, said: 'We will be offering sessions

that allow access to parts of the Museum's collection, not usually available to view, which inspired the artworks. There will also be art activities for children and

families throughout the weekend, as well as the opportunity to ride on the historic trams and explore the rest of the Tramway Village'.





## Beadle Nears Finish

The restoration of former Crosville Motor Services 1948 Bedford-Beadle integral SC18 (JFM 990) by Kenny and Ray Walsh of Belle Vue is almost complete.

The bus was later converted to a mobile information office before passing to Jones of Hawarden for preservation then to The Griffin Trust with which it spent several

years stored at Hooton Park. The Walsh brothers acquired SC18 in June 2017 with a mission to rebuild it as a motor home, while retaining the information office exterior, in time for this May's Llandudno Transport Festival. They looked to be well on target in early-February.

Pictures: RAY WALSH



## St Helens Homecoming

St Helens Corporation No 387 (BDJ 87), a 1950 East Lancs-bodied BUT 9611T trolleybus, will return to the town in May to mark the 60th anniversary of St Helens' trolleybus system closure on 30 June 1958.

The sole-surviving St Helens trolleybus was originally numbered 187; its current number was applied in June 1955 as part of measures to remove fleetnumber duplication between the town's trolleybus and motorbus fleets. The BUT was sold to Bradford Corporation where it operated as No 799 from May 1959 until June 1971.

The BUT was acquired later that year

by the St Helens Trolleybus and Transport Society for preservation, moving to its home depot at Hall Street in St Helens for restoration in the early-1970s. No 387 is owned by the Trolleybus Museum at Sandtoft, which has agreed its loan to the North West Museum of Road Transport for a real homecoming – the latter Museum is based at Hall Street depot.

The BUT will be displayed there in time for Trolleybus 60, a weekend commemoration of St Helens' trolleybuses on 30 June and 1 July.

Picture: DAVID JUKES



## Warrington PDI Lost

Former Warrington Corporation No 24 (EED 8), a preserved 1947 Leyland Titan PDI with Alexander-assembled Leyland bodywork, was destroyed by fire on 2 March. The bus, part of the North Western Vehicle Restoration Trust's collection, was at the premises of Fairbrother's Coaches of Warrington for routine maintenance. Five of Fairbrother's operational fleet were also wrecked in the blaze.

Cheshire Fire & Rescue Service launched an investigation but there are believed to be no suspicious circumstances. The incident did not cause any injuries, although neighbouring buildings suffered some fire damage.

## Conference Backed

Plans to hold a conference on the future of preserved buses and coaches have received major support (see 'News Plus' B&CP April 2018).

The November 2018-scheduled event aims to gather representatives from across the preservation world to tackle key issues such as the export and conversion for other uses of important heritage vehicles, how to attract younger people into the movement, and the thorny old question of storage.

It is ten years since the 2008 British Bus Preservation Group conference which came up with some promising ideas, few of which were followed up.

Nick Larkin, spokesman for this year's event, said: 'There has been an excellent response and we already have some great speakers lined up. We are not trying to tread on any toes but hope the event will lead to action rather than discussion. There is enough time to make the conference as useful as could be.'

Those wishing to attend or get involved are invited to e-mail Nick at [nicklarkin721@btinternet.com](mailto:nicklarkin721@btinternet.com) or telephone 01733 347776.

## Crosville Ceasing

Weston-super-Mare-based Crosville Motor Services has announced it will cease operation of local bus and school transport from 21 April. Its fleet of heritage vehicles will be kept by founder Jon Jones-Pratt's JJP Holdings South West, as will the joint venture Southern National company.

Crosville will run heritage buses in Weston-super-Mare on 21 April to mark its last day with all revenue taken donated to a local charity. For details see: [www.crosvillemotorservices.co.uk](http://www.crosvillemotorservices.co.uk).



# NTA News

David Lawrence, The National Trolleybus Association's (NTA) Membership Secretary, has asked we publish the Association's current contact details as its entries continue to be incorrect in many contemporary listings, they are:

**Membership Secretary: David Lawrence**

Address: 17 Grovebury Close, Brundall, Norwich NR13 5NJ.

NTA Chairman Mike Russell also reports the NTA has opened its own depot in East Anglia capable of housing four trolleybuses, stores and an archive facility. It

is anticipated vehicles will move in this year.

The restoration of Belfast Corporation 168 (GZ 8532), a 1948 Harkness-bodied Guy BTX, is progressing well. Remedial work on the lower-deck is complete, and attention has now turned to the cab – the upper-deck will follow. All main mechanical components have been or are being overhauled by specialist contractors and new resistances have been manufactured and fitted.

The NTA is seeking donations towards No 168's restoration to help achieve

its aim of completing the Guy in 2019.

David Lawrence, the NTA's Membership Secretary, is co-ordinating the receipt of donations for this project.

The NTA's ex-Huddersfield Corporation 541 (CVH 741), a 1947 Park Royal-bodied Sunbeam MS2 (pictured) which has been out of service with some minor defects for the last couple of years, is to be fettled up for the 50th anniversary of Huddersfield's trolleybus system closure event at Sandtoft on 30 June and 1 July.

Picture: DAVID JUKES



## Single-owner Commer Sold

A rare 1952 Plaxton Venturer-bodied Commer Avenger has been sold for possible restoration. HPY 844 was new to John Smith & Sons of Thirsk and remained in its ownership until February this year, albeit withdrawn for some time.

It was apparently used in a film or television programme a few years back, which may account for the Commer's various hues. The coach was then stored

outside, resulting in severe bodywork deterioration.

HPY 844 was purchased by Filey-based commercial and vintage coachwork specialists Cobus which, while having no plans to restore the Commer themselves, can do so for a client. Interested parties are invited to contact Steve Waggitt on 01723 892997 or email: cobusuk@btconnect.com. Picture: DAVID BEARDMORE







# Back on Parade

*Maidstone & District DH400, a 1951-all Leyland Titan PD2/12, was last visited by B&CP in April 2012 when substantially-restored. DAVID JUKES brings us up to date.*

We promised *B&CP* would be first in the queue when restoration of former Maidstone & District (M&D) DH400 (NKT 896), a 1951 all-Leyland Titan PD2/12, was finished. That was written in April 2012 – some six years ago – and the bus has been out and about on the rally circuit since 2013, albeit lacking some finishing touches applied during the 2013/14 close season. But better late than never we say...

## A BRIEF RECAP

M&D acquired 53 all-Leyland Titan PD2s in 1951. DH379-414 (NKT 875-910) were highbridge PD2/12s, DH415-419 (NKT 911-915) highbridge PD2/3s, and DL23-34 (NKT 916-927) lowbridge PD2/12s. Twenty-eight of the first batch were fitted with platform doors by Weymann in 1953 to provide a more comfortable travelling

environment, particularly useful on the company's long interurban routes.

Two highbridge examples are preserved; pioneer DH379 (NKT 875), which retains its open platform, and DH400 (NKT 896) which was one of the enclosed platform conversions.

DH400 was withdrawn by M&D in 1969 and entered preservation the following year in David Brown's ownership. It later passed to David Atkins who owned the Titan for around ten years until its sale to six Sussex-based enthusiasts in late-2007: Graham Clifford, Trevor Croombs, Jane Dicker, David Jenkins, Mike Lanham and Norman Stanbridge. Messrs Croombs and Jenkins have since passed away leaving the others as the Titan's current co-owners.

The Norman Stanbridge-led restoration required the construction of a new

platform from scratch, significant welding repairs to the main cross-member (which had to be removed then reinstated to facilitate the work), fabrication and fitting of new rear wheelarches, and replacement window pans. Weak floor sections were replaced in both saloons and a new anti-slip vinyl floor covering laid throughout.

Rusted seat handrails were replaced with similar fittings removed from an Eastern Coach Works-bodied Bristol VRT. These were shortened to fit the PD2's narrower seat frames, then welded and polished by a specialist company.

The exterior received the earlier M&D livery variant carried by the all-Leyland Titan PD2s when new, with additional cream areas beneath upper and lower-deck windows, but at the time of *B&CP*'s visit it lacked lining and signwriting.



Opposite page:

**The definitive version of Leyland's standard highbridge body was particularly elegant and well-proportioned – it was a great shame the company's bus bodybuilding ceased in 1954 in favour of goods vehicle cab production.**  
DAVID JUKES

This page:

Top: **NKT 896 is extracted from a Kentish store in February 2008 to facilitate onward movement by suspended tow to its current Sussex home.**

GRAHAM CLIFFORD

Centre left: **New and refurbished window pans were fitted to NKT 896 by mid-2010. It has been made ready for repainting in M&D livery.** GRAHAM CLIFFORD

Centre right: **NKT 896 at the time of B&CP's previous visit in early-2012. Various finishing touches were then awaited.** GRAHAM CLIFFORD

Bottom: **A pristine NKT 896 is photographed almost exactly five years after the previous picture, enhanced by lining and fleetname applications.** The M&D livery suits the Leyland's lines so well too.  
DAVID JUKES









Top and bottom left: **Some of the posters and notices within NKT 896's lower saloon.**

Bottom, centre: **NKT 896 was allocated to M&D's Tenterden Depot for its entire service life, shown by this disc fitted to the rear nearside corner.**

Bottom, right: **The M&D fleetname was once a familiar sight across west Kent and East Sussex. All: DAVID JUKES**



## WHAT HAPPENED NEXT?

Among the then-outstanding tasks was an examination of the Titan's mechanical parts: 'There was not much to do as the bus was very good in that respect,' recalls Norman. 'We changed fluids and filters as a matter of course but the engine and gearbox were in excellent order and required no further work.'

Brake linings were checked and deemed re-useable, although these, the wheel bearings and seals were dismantled, cleaned and reassembled. Destination glasses and blinds were also reinstated.

Opposite page, top: **The two-panel upper-deck emergency window first appeared on Leyland's own bodywork fitted to TD6c and TD7 chassis in 1939. It remained a standard fitting for post-war all-Leyland PDI and PD2 production. Also evident is the neat conversion work by Weymann in 1953 to enclose NKT 896's rear platform.**

Centre, left to right: **NKT 896's upper- and lower-decks; the cab is standard early-1950s Leyland construction. Note the passenger door controls to the steering wheel's left duplicating those mounted on the rear staircase for the conductor's use.**

Bottom: **The well-finished appearance of Leyland's standard highbridge bodywork is evident, as is the quality of Weymann's work in fitting the platform doors and rear-mounted emergency exit door.**

All: DAVID JUKES

This page, centre: **The 2016 Tinkers Park Rally allowed a comparison of DH379 and DH400. The former retains its original platform arrangement and carries the later M&D livery while DH400 has Weymann-fitted platform doors and emergency exit door while carrying the livery in which the Titans were delivered. Weymann clearly wasted little when carrying out the conversion work as it appears the original platform window and pan were retained. GRAHAM CLIFFORD**

Bottom: **NKT 896 with (left to right) Clive, Norman and Graham. DAVID JUKES**

A full electrical check revealed all wiring had to be placed as the insulation had split and hardened; Norman carried out this work ably assisted by Mike Lanham.

Only then could the finishing touches be applied – the gold lining before the Titan's post-restoration debut in 2013, and the M&D fleetname transfers in time for the following year's rally season.

The Titan's interior remains essentially in as-acquired condition, save for the floor work outlined above, with replacement upholstery and rexine presently considered non-essential by its owners.

DH400 is regularly rallied, usually appearing at static events and running days relatively close to its Sussex home such as those hosted by the Amberley Museum and the Bluebell Railway. It can occasionally be found at the same events as sister DH379 to provide an interesting comparison of platform and livery variations – open-platform DH379 is preserved in the later M&D livery with greater areas of green.

Our grateful thanks to Norman Stanbridge, Graham Clifford and Chris Pearce for their assistance at relatively short notice.





# M&D TRANSITION

Maidstone & District's fleet shed its traditional colours for National Bus Company corporate hues during the 1970s as pictured by HUGH JONES.



Carrying traditional M&D livery with NBC-style fleetnames and grey wheels is 3705 (5 YKK), a 1963 Willowbrook-bodied AEC Reliance, seen parked on Tonbridge Garage forecourt during February 1972. Pictures: HUGH JONES

Turning onto White Rock, Hastings, from Robertson Street in June 1972 is driver-only operated 3123 (LKT 123F), a 1968 Strachans-bodied Leyland Panther in full pre-NBC M&D livery. Sister 3132 (LKT 132F) is preserved.



Several of M&D's Harrington Wayfarer Mk4-bodied AEC Reliance coaches of 1958 were rebuilt by Harrington in 1963 with new bus-style front ends to enable driver-only operation as dual-purpose vehicles. No 3352 (393 DKK) – originally CO393 – was one of these, as seen crossing the River Medway in Maidstone in October 1972. Identically-converted sister 390 DKK is preserved.

M&D driver training vehicle No 701 (NKT 875), a 1951 all-Leyland Titan PD2/12, was originally DH379 in the frontline fleet. It is seen at New Cut, Chatham, in October 1972 and is now preserved (and the subject of an Oxford Diecast model).





Above: A less usual recipient of NBC's plain white coach livery was M&D No 2551 (BKT 814C), a 1965 dual-purpose Weymann-bodied AEC Reliance seen at Victoria Coach Station in December 1972.

Above right: The same month found M&D 4002 (102 PKP), a 1961 Harrington Wayfarer Mk4-bodied AEC Reliance, on the forecourt of Edenbridge garage.

Right: A white-based overall advertising livery was carried by M&D No 5628 (628 UKM), a 1963 Weymann-bodied Leyland Atlantean PDRI/1, when seen in Powder Mill Lane, Tunbridge Wells, during March 1973.



Above left: M&D acquired John Dengate & Son Ltd of Beckley from Davie of Rye in 1974. Included in the sale was LJH 252L, a 1973 dual-purpose Willowbrook-bodied Leyland Leopard which was numbered 2852 by M&D. It is seen in Wellington Square, Hastings, during July 1974 in Dengate livery with M&D fleetnames and numbers applied.

Above: Laying over outside Hastings railway station in July 1974 is NBC leaf green-liveried 3122 (LKT 122F), a 1968 Strachans-bodied Leyland Panther. A direct comparison is possible with M&D-liveried sister 3123, pictured earlier. Progress has ensured the neo-Georgian railway station building of 1931 was replaced by a new structure in 2004.



Left: Turning into Knightrider Street, Maidstone, alongside the Grade II\*-listed 15th century jettied public house during August 1977 is M&D No 6067 (67 YKT), a 1964 Northern Counties-bodied Daimler Fleetline CRG6LX.





This month's selection of mature buses and coaches on the UK's roads is presented by DAVID JUKES:

#### BRIDGING THE GAP

The replacement of Portsmouth's Burnaby Road railway bridge during February's school half-term holiday period saw a rail replacement bus service operate between Portsmouth & Southsea and Portsmouth Harbour railway stations. Seen at The Hard, Portsea, on 16 February is First Hampshire & Dorset 32702 (W702 PHT), a 2000 East Lincs Lolyne-bodied Dennis Trident new to First Bristol as its No 9702. Picture: NIGEL APPLEFORD



#### BLACK & WHITE EDINBURGH

Ghost Bus Tours is a well-established niche tour operator in London, Edinburgh and York. Its KGJ 341A, a 1963 AEC/ Park Royal Routemaster new to London Transport as its RMI666 (666 DYE) – how Ghost Bus Tours must wish it still had that original registration, shows signs of being York-based as it passes Wellington's statue in Waterloo Place in December 2017. Advertising its owner's Nessie Tours is M946 LYR of Edinburgh-based Transmillennium Tours. This 1995 Van Hool Alizee-bodied DAF SB3000 also has a London pedigree; it was one of the very last coaches delivered new to Grey Green, although carrying Eurolines livery instead of traditional fleet colours. Pictures: DAVID LONGBOTTOM





## CITYBUS CONTRASTS

(1) Sharing operation of free bus rides at the Portsmouth-based Vintage Transport Group's Cosham Indoor Transport Fair on 9 March is Morton's of Little London G611 BPH, a 1989 East Lancs-bodied Volvo B10M-50 service bus new to London & Country as its No 611 for operation on tendered London bus routes. Its bodywork was extensively rebuilt to its current form by previous owner Bradshaw of Walkden, with which it was re-registered FIL 250. (2) Sister G612 BPH, seen at Putney Bridge Station on 26 February 1994, shows the Volvo's original form. Pictures: NIGEL APPLEFORD (1) / DAVID JUKES (2)



## FALMOUTH FLYER

First Kernow 34311 (L311 PWR), a 1994 Northern Counties-bodied Volvo Olympian new to Yorkshire Rider as its No 5311, approaches 'The Moor' in central Falmouth, while operating the town's Park & Ride service on 13 September 2017. Picture: DWR PICTURE LIBRARY



**STICKNEY SCHOOLS**

G&L Travel of Stickney (Lincolnshire) operates an interesting fleet on contract and private hire duties. Its double-decker of choice is the Volvo Olympian, some of which are turned out in the splendid fleet livery and proudly sport the Lincolnshire flag. Both pictured vehicles were new to Dublin Bus; S214 CRR as its RV449 (99D449) and T238 JAL as RV573 (99D573). CRR, which passed to Sharpe's of Nottingham in 2010 then G&L in 2017, is seen leaving its home village for an afternoon school run on 6 February, while JAL, which made the same moves in 2013 and 2017, is seen in typical Lincolnshire fenland countryside the following day.

Pictures: DAVID LONGBOTTOM

**KNOCKOUT SKYLINER**

Neoplan Skyliner N122/3 R998 KKO rests between school duties in Blackburn on 8 December 2017. This coach was new to The Kings Ferry of Gillingham in 1998 and now operates out of Red Rose Travel's premises in Oswaldtwistle. Blackburn Bus Station and the Cathedral can be seen in the background.

Picture: CHRIS NEWTON





#### CENTRAL FAREWELL

Central Buses of Perry Barr marked its final day of independent operation by operating several interesting double-deckers on route 35 between Lichfield, Aldridge and Walsall on 24 February. The company was acquired by Rotalla PLC, which trades as Diamond Bus in the West Midlands and surrounding area. Central Buses RML2411 'Trudy' (JJD 411D), a 1966 Cummins-engined AEC/Park Royal Routemaster, is seen in St John Street, Lichfield, carrying special blinds to mark the occasion. Departing from Lichfield bus station is hired Midland Classic No 41 (R2 NEG), a 1998 DAF DB250-based Optare Spectra new to National Express Dundee as its No 2, which retains its original select registration number. Pictures: SIMON GILL



We know this vehicle falls outside the 'On the Road' guidelines but could not resist its inclusion. Arriving in Lichfield on 24 February is Midland Classic No 55 (TFA 13), a 2004 East Lancs OmniDekka-bodied Scania N94UD new to London Sovereign as its SLE5 (YN54 OAG). It carries the distinctive livery of Stevensons of Uttoxeter, the Staffordshire-based independent acquired by British Bus in 1994 and now part of Arriva Midlands. Registration TFA 13 was used by Stevensons to re-register MUS 103P, a 1975 former Garelochhead Duple Dominant bus-bodied Leyland Leopard, soon after it received a new Plaxton Paramount 3200 coach body in 1984. Picture: SIMON GILL





# A Dart for the Valleys

**STEPHEN WREN** brings us the story of recently restored Plaxton Pointer-bodied Rhondda Buses 91 (K91 BNY).

The Cardiff Transport Preservation Group has recently completed the restoration of its Rhondda Buses Dennis Dart with Plaxton Pointer 35-seat body new in 1993. It made its public debut at the CTPG Merthyr Festival of Transport on Sunday 10 September 2017 where it gave rides on the free service run to

Pontsticill on the edge of the Brecon Beacons.

## **RHONDDA BUSES**

Rhondda Buses was formed on 4 February 1992 to take over the operations of the former National Welsh Porth depot after that company had gone into receivership.

The new business ran under the Tellings Golden Millar operator's licence until Rhondda Buses could obtain an operator's licence in its own name in May of that year. Initially the vehicles operated were a mixed bag of former National Welsh buses in a wide variety of liveries. The need to update the fleet was clear to the new owners and the first brand new bus to arrive was 35-seat Wright-bodied Dennis Dart 97 (K97 XNY) in August 1992 followed by 39-seat Wright-bodied Dart 98 (K98 XNY) in November of that year and 35-seat Plaxton Pointer-bodied Dart 96 (K96 AAX) in December.

1993 saw a further 11 35-seat Darts enter the fleet, five with Wright bodies and six, including No 91, with Plaxton Pointer bodies. The livery carried was mainly maroon with an ivory roof. This

**Back home.** Plaxton Pointer-bodied Dennis Dart 91 (K91 BNY) stands in the yard at Porth depot prior to its MoT at Thomas Coaches on 7 September 2017.

STEPHEN WREN

**Service days.** Rhondda 91 is caught on camera in Princess Louise Road, Llynypia. CTPG COLLECTION





This page, clockwise from top left: **No 91 with the front axle out to allow king pins to be replaced. The old ones required a considerable amount of effort to remove.** CLIVE WILLIAMS

**No 91 stands in Barry depot awaiting the new nearside panels to be fitted.** STEPHEN WREN

**With new offside panels fitted and undercoated, Carl Wren applies gloss to the roof.** STEPHEN WREN

**The final touches. Elwyn Jones adds the tyre black.** STEPHEN WREN

was similar to the livery used latterly by National Welsh for its Porth-based fleet but with ivory replacing the white for the roof. As in many fleets, the registration numbers of new buses matched the fleet numbers but as the first two Darts were numbered 97 and 98, subsequent deliveries of Darts and a limited number of Volvo B6s were allocated numbers in descending order.

One of the first routes to be operated by the Darts was the 120/130 (Blaenrhondda and Blaencwm–Pontypridd via Treorchy, Tonypandy and Porth). This ran at 15min intervals replacing minibuses that had run on a 10min headway over much of the route. However, the 10min minibus route had been subject to bunching with two or more vehicles often running together. Partly as a result of the investment by Rhondda Buses in new buses for the route, Mid-Glamorgan County Council identified it for investment in corridor improvements including new bus stop signage and bus priority measures whereby the buses triggered traffic lights to change in their favour as they approached a number of junctions, something quite revolutionary for its time in the area which prompted television coverage in the regional news.

## TAKEOVER

Rhondda Buses was taken over by Stagecoach at the end of 1997, by which time it was operating a fleet of 33 Dennis Darts including those in Caerphilly Busways and Parfitts Motor Services liveries. Most had been purchased new, including four of the then new Super Low Floor variety. Four had come from Parfitts Motor Services with the acquisition of that Company in 1995. Two others had been purchased second-hand. In addition to Plaxton and Wright, there were also examples bodied by Marshall and one of the second-hand buses was bodied by



Northern Counties. In addition, there were nine Plaxton-bodied Volvo B6s purchased in 1994 for comparison, but Rhondda returned to the Dart for its 1995 and subsequent midibus requirements.

After the take over by Stagecoach, No 91 was initially renumbered 591 and later became 32991 when the Stagecoach five-digit numbering scheme was

adopted nationwide. It was subsequently transferred to Stagecoach in Devon and allocated to Paignton. After life with Stagecoach, K91 BNY ran with North Somerset Coaches, returned to Wales and ran with Fred Jones of Bridgend before going back to Devon with Alpha Coaches of Honiton. It was purchased by CTPG on eBay from Devon in September 2015.

## RHONDDA BUSES' DENNIS DART AND VOLVO B6 VEHICLES <sup>1</sup>

Fleet No	Reg No	Chassis	Body	Seats	New
54	P54 XBO	Dennis Dart SLF	Wright	B43F	1997
56-8	P56-8 XBO	Dennis Dart SLF	Marshall	B43F	1997
59	P59 VTG	Dennis Dart	Marshall	B40F	1997
60	L414 SFL	Dennis Dart	Marshall	DP37F	1994 <sup>2</sup>
61	P61 VTG	Dennis Dart	Marshall	B40F	1997
62/3	N62/3 MTG	Dennis Dart	Plaxton	B40F	1995
64/5	M64/5 HHB	Dennis Dart	Wright	B40F	1995
66	M562 JTG	Dennis Dart	Plaxton	B43F	1994 <sup>3</sup>
67	M67 HHB	Dennis Dart	Wright	B40F	1995
68/9	M68/9 HHB	Dennis Dart	Marshall	B34F	1994
70	M625 KKG	Dennis Dart	Plaxton	B43F	1994 <sup>3</sup>
71/3-6/8	M71/3-6/8 HHB	Volvo B6	Plaxton	B35F	1994
79/81/2	L79/81/2 CWO	Volvo B6	Plaxton	B40F	1994
83-5	L83-5 CWO	Dennis Dart	Plaxton	B35F	1993
86/7	L86/7 CWO	Dennis Dart	Wright	B35F	1993
88	L270 EHB	Dennis Dart	Plaxton	B43F	1994 <sup>2</sup>
89	L89 CWO	Dennis Dart	Wright	B35F	1993
90	K402 EDT	Dennis Dart	Northern Counties	B35F	1992 <sup>4</sup>
91-3	K91-3 BNY	Dennis Dart	Plaxton	B35F	1993
94/5	K94/5 AAX	Dennis Dart	Wright	B35F	1993
96	K96 AAX	Dennis Dart	Plaxton	B35F	1992
97	K97 XNY	Dennis Dart	Wright	B35F	1992 <sup>5</sup>
98	K98 XNY	Dennis Dart	Wright	B39F	1992
99	J454 JRH	Dennis Dart	Plaxton	B40F	1991 <sup>3</sup>

<sup>1</sup> Including Caerphilly Busways and Parfitts Motor Services; <sup>2</sup> 99 Ex-Silverline in 1997; <sup>3</sup> 66, 70, 88 and 99 acquired with the Parfitts' Motor Services business in 1997; <sup>4</sup> 90 Ex-Mainline in 1996; <sup>5</sup> 97 rebodied by Plaxton in 1995 after the original body was destroyed by fire.





**No 91 poses opposite the former Lewis Merthyr Colliery between Pontypridd and Porth on its way to an MoT test.**

STEPHEN WREN

**At the Merthyr Festival of Transport, on Sunday 10 September 2017, No 91 stands next to CTPG's other Rhondda Buses vehicle, Mercedes-Benz 711D/Plaxton No 164 (P164 TNY). Also present was a third vehicle that ran with Rhondda Buses, Leyland Olympian MUH 859X which carries National Welsh NBC poppy red livery.** STEPHEN WREN

**No 91 leaves the rally site at the Merthyr Festival of Transport on its first public run to Pontsticill.** TUDOR THOMAS



shock absorbers and mountings were fitted and the brakes were overhauled and relined. A new hand brake lever was also fitted. One of the major issues was the amount of corrosion found and this kept welder Peter Fry busy for some considerable time. Once the mechanical issues had been resolved and the corrosion tackled, it was decided to repanel the body sides from the waist down, this being carried out by volunteer bodybuilder Steve Butler. With the new panels in place and the remainder of the body rubbed down, former Merthyr painter Elwyn Jones was able to apply the Rhondda colours. Transfers, including the Rhondda and Pointer logos were produced by Delahay Print and Signs, the proprietor of which Greville Delahay is a CTPG member. Destination equipment had been removed and a replacement unit was fitted which came from a former Cardiff Bus Dart.

## PRESERVATION

When 91 arrived at Barry, it was found to be in need of a substantial amount of work. CTPG is fortunate in that it has a strong volunteer workforce with a wide range of skills which was able to carry out the restoration 'in house'. Once over

the pits, resident fitters Bob Sparks and Mike Bishop, both of whom had worked for Cardiff Bus, set about a long list of mechanical tasks. Much of the mechanical work centred around the front axle where new king pins were fitted together with shock absorbers and bump stops. Rear





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# Deregulation Darts

The Dennis Dart was launched in 1988 and was originally offered only with Duple Dartline bodywork. It was initially available as a 9m-long chassis, but was later available also in lengths of 8.5m and 9.8m. It was powered by a Cummins 6BT engine coupled to the Allison AT545 gearbox.

Soon after its launch, Duple was sold to Plaxton and the Blackpool plant closed. Plaxton decided not to acquire the design rights of the Duple Dartline, this being sold to Carlyle Works, which continued producing the bodywork from 1991. Dartline production passed to Marshall of

Cambridge in 1992 which later updated the design.

In 1990, Wadham Stringer became the next builder to body the Dart with its Portsdown body, which sold only in small numbers. In the same year Wright introduced its Handybus body and In early 1991, Plaxton launched the Pointer, initially designated the Reeve Burgess Pointer as it was built at RB's plant until later in the same year when production was transferred to Plaxton's Scarborough plant.

Later in 1991, East Lancs introduced its EL2000 followed by Alexander with the Dash. Also entering the market at the same time was the Northern Counties Paladin. As low-floor single-deckers became popular in late-1990s, orders for standard-floor Dart dropped heavily and production ceased in 1998.

The Pointer turned out to overwhelmingly become the most popular choice of bodywork and it is a selection of Pointer-bodied Dennis Darts that we feature here.





Opposite, top: Seen in Worcester Street, Oxford in May 1996 is Thames Transit 3006 (L715 JUD) a 9.8m Dart new in 1994 as part of a large batch of similar vehicles, the majority of which were branded for TT's principal routes in Oxford. No 3006 carried route branding for the 1 (city centre-Blackbird Lees). This vehicle later saw service with Stagecoach East London and Stagecoach Devon General.

Pictures: PHILIP LAMB

Opposite, bottom: Another 9.8m Dart new in 1994, Metroline EDR6 (M106 BLE) passes through Harrow in March 1997. Later owners were Southdown PSV and Pete's Travel.

This page, top: Thamesdown built a large fleet of Darts including No 124 (N124 JHR), a 1995-built 9.8m example seen here in Swindon's Fleming Way in March 1997.

Upper: Q Drive was the parent company of both The Bee Line and London Buslines. From the latter fleet we see No 604 (N604 XJM) a 1996 9.8m Dart laying over in Staines in March 1997. No 604 would see later service with GM Buses North and First Hampshire & Dorset.

Lower: New to Southampton Citybus in 1995 later passing to First Hampshire & Dorset No 326 (N326 ECR), a 9m Dart finished its days as a Plymouth Sunday School Bus. No 326 is seen here in March 1997 in city centre.

Bottom left: Bristol Omnibus bought Darts for both its Badgerline and CityLine fleets. Seen here in Bristol City Centre in February 1997 is Badgerline 250 (N250 LHT) a 1996 9.8m bus which later became part of the First Somerset & Dorset fleet.

Bottom right: And finally, in 1998 the Pointer body was reworked to suit the new SLF Dart variant. New in 1996 to Brighton Blue Bus, No 208 (N208 NNJ) passed to Brighton & Hove following the take over of the Blue Bus fleet. Seen here in Brighton in April 1997, No 208 later passed within the Go Ahead group to Wilts & Dorset, finishing its days with W&D subsidiary Damory Coaches.





# Economic Situation

*Forty years after last turning a wheel in service a former Economic of Whitburn bus, believed to be the oldest surviving 36ft AEC Reliance, may soon be earning its keep alongside a contrasting stablemate.*  
**NICK LARKIN reports.**

There are some long-gone independent operators whose standard of service and true individuality mean they have never been forgotten – and not just by enthusiasts either. King Alfred Motor Services buses still take over Winchester on running days more than 40 years after the company's demise, thanks to the incredible Friends' group. The Friends of Samuel Ledgard meet regularly and do a great job remembering the West Yorkshire operator that sold out in 1967.

North-east England once boasted a myriad of independent operators, among the most individual of which was Economic of Whitburn, whose fleet of dark red and cream single-deckers ran to South Shields and what is now the city of Sunderland.

Economic's buses were usually packed with passengers and terminated outside the Binn's department store's bakery in Park Lane, Sunderland. Conductors were retained until the end, when the operators (not operator, you will see why shortly) sold out to Tyne and Wear PTE in 1974.

Now one of Economic's most significant vehicles, a 1962 AEC Reliance with Plaxton Highway 55-seat bodywork, is back on the road and may shortly be earning its keep. The bus, 8031 PT, is said to be one of the first, and the oldest surviving 36ft long Reliance.

## **ECONOMIC WITH THE TRUTH**

Economic was in fact two separate firms, operating their own vehicles, staff and workshops, though only signage on the back of vehicles and legal lettering gave evidence of this. G R Anderson and E W Wilson decided to leave Northern General in 1925 and set up in business themselves. They had previously run a bus service in the West Stanley area of County Durham.

An REO Speedwagon and a Siddeley

Deasey were the first vehicles run from Stanley to Chester-le-Street by the new operation. Operations switched to Whitburn literally by accident – the REO was involved in a crash there and the business partners realised that it was excellent bus operating territory. Economic was therefore formed in 1925.

By the decade's end the service had been extended to serve South Shields and Sunderland by coastal and inland routes. A service to Boldon Colliery was also operated for many years along with private hires. The two operators soon had 20 vehicles between them.

Anderson, which tended to favour Leylands, just had one garage, at The Bents, Whitburn, whereas Wilsons, which preferred Albions and AECs, ran from three locations, two at Roker and, from 1953, purpose-built premises near the Whitburn colliery canteen which today house a lawnmower specialist.

Economic still lives on Whitburn's local buses every day – sort of – as Stagecoach Busways uses an E prefix on the route number.

**Economic 8031 PT is believed to be the oldest surviving 36ft-long AEC Reliance and benefits from a five-speed gearbox.**  
NICK LARKIN







Far left: **8031 PT** at **Economic's traditional Sunderland terminus which was outside the Binn's Bakery on Park Lane.** ROBIN HAWDON COLLECTION

Left: **The Reliance** seen during its restoration by **John and Allan Purvis.** PURVIS BROTHERS

## 8031 PT HISTORY

Plaxton Highway-bodied vehicles were highly popular among north-east operators in the 1960s and were, with a few exceptions, rarely seen elsewhere. Just three examples are known to survive, including the bus originally registered 8031 PT. This 1962 vehicle is generally assumed to be the first 36ft long Reliance; the standard shorter chassis was fitted with an extension. It was built to the 2MU3RA chassis specification, fitted with 55 bus seats and was new to E W Wilson as its No 5.

It was operated by Tyne & Wear PTE for a while after the 1974 takeover and carried its new owner's legal lettering but was never repainted into PTE livery.

The bus was sold to East Yorkshire operator Holt's, based at Newport near Hull, and later passed to the Byker Juvenile Jazz Band; a return to the north-east. It was regularly used by the band until 1985, when it was sold to legends of north-east bus preservation the 'Purvis Bros', also known as John and Allan.

They have restored many significant vehicles including two other Economic machines, a 1949 Associated Coachbuilders-bodied Albion C39N and Roe Dalesman-bodied AEC Reliance YPT 796. Taking its turn in the queue was 8031 PT which was restored between 1989 and 1994.

Upper right: **Plaxton's Highway bodywork was designed originally for 30ft-length buses with a lengthened version offered from 1961 when the maximum permitted length for buses and coaches was increased to 36ft. Plaxton retained the existing windows of the original on the longer buses and a multitude of small side windows resulted.** NICK LARKIN

Right: **The Reliance's cosy interior is largely original.** NICK LARKIN

Far right: **The cab is well-equipped for its era – notice the huge door-closing mechanism above the handbrake.** NICK LARKIN

'Though the bus had been regularly used, there was a lot to do. Work included framing and panel work and an engine rebuild,' John recalls.

Sadly, Allan died shortly after the restoration was completed, and the Reliance stored undercover for a decade before being advertised for sale in *B&CP*. 'It was always a favourite bus of Allan and I wanted it to go to a good home,' says John.

## A NEW ERA

Robin Hawdon and his dad, Wilf, saw the advertisement. Brought up in the Sunderland area, they had extremely fond memories of Economic: 'My great granddad was offered a share in Economic in the early 1930s,' explains Robin. 'He had a good job as a blacksmith working in the shipyards and he decided to turn it

down. My uncle, Geoff Spain, actually drove for Economic, and loved the job.'

Wilf worked for Sunderland Corporation after leaving the Merchant Navy in 1961, graduating from conductor to training officer, while also working as a Ministry of Transport traffic examiner. He briefly joined Tyne and Wear PTE where his work included compiling an inventory of Economic assets following the takeover.

'The PTE was making strong efforts to take over local independents,' Wilf recalls. 'They did not want the Economic vehicles or premises but just the routes. I was very sorry to see Economic go.'

Son Robin was not surprisingly interested in buses since childhood and after leaving the navy worked in the haulage industry. One day he was making a delivery and spotted former Yorkshire







Traction 1947 Leyland PS1 HHE 323, rebodied as a double-decker by Roe in 1955: 'I was making a call to an Arbroath chicken farm and there was the bus in a derelict state. I asked about it and they said that someone was coming to knock a shed down next week, and the bus would be demolished at the same time. So I ended up buying it.'

Much work was done by Robin on this vehicle, and it is still in preservation with new owners.

Unsurprisingly after viewing 8031 PT, the bus was acquired and driven to Robin's Lincolnshire base. 'It came back no trouble at all. I checked the electrics, adjusted the brakes and the bus passed its MoT. I put this down as a tribute to the superb restoration that the Purvis brothers carried out.'

A later MoT test showed there was some corrosion where the chassis extension

was fitted by AEC: 'The examiner didn't fail the bus but said it would need doing,' Robin recalls.

Cobus was commissioned to put matters right, also replacing some missing beading and carrying out other work.

'When the bus went back the next year the examiner said: "I know I told you to fix it, but I didn't mean you to do all *that* work!"'

### THE STABLEMATE(S)

The Reliance shares its depot with another rare vehicle, ex-East Kent 1949 Park Royal-bodied Dennis Lancet J3 CFN 121. This remarkable survivor was sold to the Free Church Youth Fellowship Society of London W4 in 1964 after the organisation published a desperate plea for a new bus to replace a run-down vehicle.

The Lancet passed into preservation in 1972 and went through several owners



Above left: **An unusual feature of the Reliance's bodywork is the fitting of a sliding ventilator within the emergency exit door's window, clearly intended to mirror that fitted within the opposite nearside window.** NICK LARKIN

Above: **Robin (right) and Wilf Hawdon.** NICK LARKIN

Below: **The 1962 Economic AEC Reliance and 1949 East Kent Dennis Lancet share the same livery.** NICK LARKIN

until acquired by Ken Thompson of Retford, undergoing restoration to PCV standard and used for wedding hire.

'The bus has a reverse gearchange and Ken was experiencing difficulties finding people to drive it. I had a go, got on reasonably well and started working for Ken He later decided that he was getting on a bit and I ended up buying the Dennis,' says Robin.

Ken was not the sort of person to hang





Right: **The Lancet's reverse-gate gearbox frightens some drivers.** NICK LARKIN

Far right: **East Kent specified a remarkably high-quality interior on its Lancets in comparison to other contemporary buses of its era.** NICK LARKIN

Below: **The contrasting rears of two omnibus stablemates.** NICK LARKIN

up his boots: 'He called me and said he had acquired another East Kent Lancet, and felt he still had another restoration in him, but would I like to help?'

This turned out to be 1950 Park Royal-bodied example EFN 584: 'The previous owners owned the vehicle for many years and Ken had it running in 20 minutes. Six months and a week later restoration was complete, after much body and frame work. 'Ken and I have the same attitude. We like to get things done and on the road before sorting out the finer points later.'

This Lancet is currently owned by Catrall's Coaches of Southam, Warwickshire.

#### VINTAGE VEHICLE HIRE

Robin and Ken, with fellow enthusiast Pete Jordan, run Vintage Vehicle Hire Ltd which is based near Doncaster. Almost like a mini-Economic, each partner has his own vehicles which means Robin has access to AEC/Park Royal Routemaster CUV 313C if required, along with an Austin 16 car.

So can a 70-year-old Dennis really be operated on wedding hires?

'The bus is meticulously maintained, and carefully driven. The head gasket was replaced last year with a new one made by Johnsons Gaskets of Bradford,' Robin reveals.

Hires are usually within a 60-mile radius, though they can be more: 'We are really doing this to help offset the cost of the vehicles rather than as a business,' considers Robin. 'There is a lot of work involved, from cleaning the vehicles to six-weekly inspections – and wedding timings can be difficult.

'Customers obviously need to keep their costs down, so we normally do several journeys such as taking several parties to and from the church,' he adds. 'The Dennis is very popular for weddings and



proms as a lot of people think it looks cute. We have not had any problems, but we do tell customers that in the event of the Dennis not being available a substitute vehicle, such as the Routemaster, will be provided.'

Robin drives for several local operators and has such a good relationship he reckons a replacement coach would be there within half an hour if the Dennis did disgrace itself on a job.

Another contrasting vehicle has been purchased in the shape of ex-Shearings H945 DRJ, a 1991 Plaxton Paramount 3 3500-bodied Volvo B10M, latterly with Glenn Coaches of York. It was bought for late evening trips involving wedding parties and is also used on private hires. Also joining the fleet is another Dennis, JJZ 2165, a Plaxton Premiere-bodied Javelin latterly with Star Coaches of Gainsborough.

Robin also owned for some time the only surviving vehicle from the Anderson side of Economic, 1957 Crossley B44F-bodied Leyland Tiger Cub PSC1/1 VUP 328, which is now with Graeme Scarlett of The Eden, which also once ran sister VUP 327.

#### HIRE ARRANGEMENTS

If you are interested in hiring a vehicle, please visit the website, or telephone:

**07787 334077**

[www.vintagevehiclehire.co.uk](http://www.vintagevehiclehire.co.uk)

#### WHAT ABOUT THE RELIANCE?

So far, 8031 PT has remained detached from all this activity: 'My own research has shown that although it is a lot newer and less vintage looking there would be interest in being used for weddings etc,' suggests Robin.

Work will be needed to change some of the interior signs to comply with Class 6 MoT requirements, but there is a strong chance the Reliance will join the working fleet – and of course be available for hire at an 'Economic' rate!

One final matter. The bus carried its original registration number for pictures as it is now officially WNL 259A; 8031 PT is now apparently borne by a Land Rover, although Robin has been unable to trace it.

'There have been a lot of comments about this, and I would like to put matters straight,' insists Robin. 'The registration was sold by the jazz band to raise funds for a MoT. I firmly believe that had that not happened, the bus would have been scrapped. Still, it would be lovely to have the original number back, if anyone can help.'

**P** A LOOK AT THE **PURVIS BROS WEBSITE** IS HIGHLY RECOMMENDED:  
**[www.thepurvisbrothersrestorations.com](http://www.thepurvisbrothersrestorations.com)**



# FORTY YEARS AGO

## A question of a name in Wales

*TUDOR THOMAS recalls the rise and fall of National Welsh.*

The year 1978 started with plans to change the name on hundreds of buses in South-East Wales. On 1 January, the one-time largest independent bus company, Red & White Services of Chepstow, then under National Bus Company control, had its assets transferred to Western Welsh, thus considerably increasing the Western Welsh area.

This change had a profound impact on people's relationship with the local transport scene, as buses then were much more a part of more people's everyday life than they are today. Car ownership was still low, especially in the remaining coal mining areas of the valleys and industrial steel making areas of South Wales. The economy had been enduring a period of

high inflation, but by April 1978 this had reduced to 9.9% and was set to get better during the year. Unemployment was at a postwar high of 1.5m.

The sporting world was celebrating Nottingham Forest, led by manager Brian Clough, winning the Football League First Division title for the first time in its history.

On 27 April people in South East Wales received a special Royal Mail First Day Cover — an embossed colour envelope with a letter inside announcing the name of the new local bus company — National Welsh Omnibus Services Ltd.

### STREAMLINING

The National Bus Company (NBC), a state-owned business formed on 1 January 1969, already had eight years' experience of running most of the larger bus companies in Britain and saw efficiencies

that could be achieved by streamlining managerial control. The growth of smaller bus operators through merger and expansion meant many companies' bus routes overlapped and it was sensible to reorganise them.

South Wales was well served by a number of NBC subsidiaries: Rhondda Transport of Porth (formed as a Tramway in 1906), Red & White Services of Chepstow (formed in 1919) South Wales Transport of Swansea (formed in 1914), United Welsh of Swansea (part of the Red & White group formed 1938); and Western Welsh Omnibus Co (formed

**Western Welsh Brecon depot hosts Bristol MWs U2959 (VWO 229) and U1765 (DAX 630C). Both had been new to Red & White, but one now has Western Welsh fleet names. Images like this best illustrate the need for a new fleetname.** STEPHEN WREN







1929). It also owned Jones Omnibus of Aberbeeg (formed 1921), Thomas Bros of Port Talbot (formed 1951) Neath & Cardiff Luxury Coaches (formed 1930) and covering North and Mid-Wales, the original Crosville Motor Services (formed 1906).

Crosville initially remained untouched, but between 1970 and 1972 big changes occurred in South Wales whereby the West Wales services of Western Welsh, United Welsh, Thomas Bros and Neath & Cardiff were absorbed by South Wales Transport. Rhondda was absorbed by what was left of Western Welsh, whilst Red & White took managerial control of Jones, keeping its services separate in the public eye until October 1980. Geographically these changes were logical on paper, but the local communities and the passengers had a strong affinity for their old bus operator. To a degree, this is still felt today when a heritage bus appears in its original colours!

Generally, Western Welsh was left with its services from Porthcawl and Maesteg stretching eastwards serving Cardiff

and Newport to Abergavenny. Red & White had pockets of routes in the valleys but ran services to Swansea in the west from Aberdare and to both Cardiff and Newport, also covering the Forest of Dean in England with routes to and from Hereford and Gloucester. A new name was the logical next step.

A public competition ran in the *Western Mail* newspaper whereby readers were invited to offer suggestions. A Mr P. George won with the name National Welsh, runners up being Welsh Arrow and Western Red. At every depot on the night of 26/27 April 1978 (now 40 years ago), new fleetnames were applied to the company's buses and coaches. The letters spelt out NATIONAL WELSH on the nearside with the Welsh Language version CYMRU CENEDLAETHOL on the offside.

The coaching fleet was quite large. Western Welsh had concentrated on private hire and tours whilst Red & White operated the express service network across the country. These vehicles had lost their local cherished identities already and

were in NBC all white with NATIONAL on their sides. However, there were small ownership names on them and like the buses, new names were applied in English or Welsh replacing any which had read Red & White or Western Welsh.

For the enthusiast the amazing variety of vehicles on the road from the various original companies were, by 1978, all in the uniform NBC corporate identity livery of poppy red with a white band. The vehicle variety and different body designs were reducing with the Leyland National on target to be the new standard single-decker across the fleet. For double-deckers in Wales, NBC favoured the Bristol VRT.

At first the only change was the names on the buses. Luckily, Jones Omnibus maintained its individual identity as Jones, Aberbeeg in a blue and white livery for a little longer, but it was 'goodbye' to the separate NBC identities of Western Welsh and Rhondda. The NBC identity of Red & White did disappear but returned in a different style in October 1984. The undisputed poor logic of having buses with National Welsh or

Top left: **Western Welsh dual-purpose Leyland Tiger Cub/Marshall 1383 (HBO 383D) is seen in Cardiff bus station on the 333 to Creigiau.** JULIAN BRINKWORTH

Top right: **Whilst sporting Western Welsh names, this Leyland Atlantean with Alexander bodywork was new to Rhondda Transport. The new Western Welsh fleet number happens to be the same as its Rhondda one 512 (BTG 512J). It later became National Welsh HR5671.** CTPG ARCHIVE

Right: **The Leyland National soon became the most numerous bus in the National Welsh fleet. Here in Cardiff, new in 1974 and still with Red & White names is N974 (GHB 680M). It does not want you to overlook that the 73 is going to Gloucester in England!** MIKE STREET







Above left: Looking resplendent parked outside the paint shop at the Western Welsh Central Repair Shops in Ely, Cardiff is AEC Regent V HR664 (474 UNY). The bus displays Rhondda fleetnames with Western Welsh legals. Under National Welsh buses designed for two-person crew operation were destined for early replacement.

Above: Showing some signs of early poppy red fading is U4963 (306 CUH), a Leyland Tiger Cub with Marshall body formerly in the Western Welsh fleet, but now sporting Cymru Cenedlaethol names.

Left: Here's evidence of three buses sporting National Welsh/Cymru Cenedlaethol names firmly in England. At Cinderford bus station, Leyland National ND4573 is closest to the camera with a Bristol RE and Bristol MW formerly with Red & White behind. All: STEPHEN WREN



The typical National Welsh double-decker was the Bristol VRT. Seen here at the Central Repair Shops at Ely, Cardiff are HRI777 and HR2077 — both 1977 examples. STEPHEN WREN



Right: The Jones Omnibus fleet was kept separate until 1980 with management provided at first by Red & White at Chepstow, then at 253 Cowbridge Road West, Ely in Cardiff. A long distance from either Chepstow or Cardiff was the Aberbeeg depot where we see in dual-purpose NBC blue/white livery, 1975 Leyland National ND4075 (KDW 348P).  
STEPHEN WREN

Below: Privatisation saw the National Welsh name continue in a new look. In Cardiff on 28 June 1990 is former Crosville Bristol VRT HR831 (WTU 473W) operating from Barry depot.  
ALAN GREEN

Below right: National Welsh as a private company introduced the Swiftlink brand for inter-urban limited stop services. Seen here on 26 August 1980 is Plaxton Supreme IV-bodied Leyland Leopard UD382 (KWO 563X) ready for the long run from Cardiff via Merthyr Tydfil to Abergavenny. Testimony to good route planning, this service is still operated today by Stagecoach in South Wales.  
ALAN GREEN

Cymru Cenedlaethol on the side when on England-only bus routes did the company no favours. After an attempt to win over public opinion with the WyeDean MAP local bus identity, management relented, and the Red & White name returned for the Marches only.

## PRIVATISATION

To bring the story of National Welsh to its conclusion, the National Bus Company was split and sold off on the open market as a result of the 1986 Transport Act. NBC received interest from several quarters for the Cardiff-based company, the highest bidder being a National Welsh management buy-out team. Consequently, in May 1987, as the 31st NBC privatisation, the operator entered what turned out to be the turbulent waters of independence. The management had



to seek special dispensation to keep the word National in the name, as it was not a nationwide bus operator in the UK or even Wales. With that hurdle passed, a privatised livery was developed, with the name reproduced in a script typeface, quite distinctly different from the capital NBC style. It was still intended to keep the undoubted strength of the Red & White name for the English side of its operations, and two new general bus liveries were developed: red, with white and a green stripe for National Welsh and red, with a white and grey stripe for Red & White. However, whilst the National Welsh livery which incorporated a red dragon, looked quite clean and fresh with large areas of white, Red & White's maximised the red resulting in a classy image with twin white and grey stripes.

The minibus era brought the 'Bustler' name, whilst 'Swiftlink' became the name for inter-urban limited stop routes. National Welsh and Red & White remained as the name on the larger buses and coaches, but significant competition

got in the way, until financial and managerial dismemberment resulted in local decisions — the Rhondda name in the script style came back quite quickly, but soon after selling off the Red & White side, the eventual collapse meant the end of the road for the National Welsh name. This came at 18.00 on Friday 7 August 1992, when the doors of Barry Depot closed.

## WHAT IS LEFT?

There are several former National Welsh vehicles now in preservation or secured for renovation. Amongst the double-deckers, the Cardiff Transport Preservation Group at Barry cares for 1982 Leyland Olympian HR8215 (MUH 289X) in addition to open-top Bristol VRT HO1818 (VHB 678S) once restored, but, having been kept outside for a period, is now in a poor state. Today it is undercover at Barry. Vehicles originally delivered to the former companies have been restored in their original liveries. These include 1964 AEC Renown with Northern Counties body,







Left: **National Welsh/Cymru Cenedlaethol** can still be seen today on heritage buses. Here wearing the **WyeDean** local bus marketing brand for most English area services in the early 1980s is Leyland National Mk2 NS492 (BUH 240V). This bus, new in 1980, is owned by Gwyn Gardiner and is seen at Beachley in England on 10 September 2016. STEPHEN WREN

Below: Seen in their former Red & White livery at a Merthyr Tydfil rally a few years ago are two National Welsh single-deck buses — Bristol MW U1766 and Bristol RE RS167. Both received NBC poppy red, entering the National Welsh fleet with their fleet numbers unchanged. TUDOR THOMAS

Wiltshire's Bristol RE RS167 (LAX 101E) and the Bristol RELH6G coach RC968 (OAX 9).

Also now restored is Gwyn Gardiner's Leyland Tiger/Plaxton Paramount in National Express Rapide livery C262 (C262 GUH) and finally there is the sole remaining 'Bustler' 1986 Ford Transit No 1 (C101 HKG).

#### APRIL 2018 WEEKEND EVENT

Barry Depot doors were eventually reopened as the restoration base for the Cardiff Transport Preservation Group (CTPG). As this year is the 40th anniversary of the formation of National Welsh, the weekend of 28/29 April 2018 will see heritage bus events involving

Western Welsh 713 (BKG 713B) owned by Mrs Evans and Rhondda AEC Regent V 495 (KNY 495D) owned by Martin Doe. At Barry a Red & White Bristol FL, which became Training Bus L2060 (20 AAX), is unrestored.

Gwyn Gardiner of Usk owns Leyland National 2 NS8012 (BUH 240V) in full National Welsh livery, whilst keeping the flag flying in North-East England and representing the large fleet of Leyland Nationals the company had, enthusiast Stephen Foster has restored two from other fleets and repainted them in full National Welsh livery — N7204 (YFY 4M) and a

Mk2 as N8269 (CKB 166X). National Welsh also had Bristol LH midibuses and MD1394 (GTX 761W) is owned by Martin Detheridge of Raglan in dual-purpose livery of half and half poppy red/white livery.

Under restoration is 1971 Leyland Leopard/Willowbrook U871 (TKG 518J), whilst now back in its original Western Welsh livery is privately owned Leyland Tiger Cub/Park Royal 1370. The coaching side is represented by Leyland Leopard 177. Vehicles restored in Red & White colours include David and Sue Bateman's Bristol MW bus U1766 (JAX 117E), John





Top: **Looking smart on a visit to The Bus Depot, Barry is former Red & White Bristol RELH6G, RC968. This coach received the all-over NATIONAL white livery whilst with National Welsh, again with its fleet number unchanged.**  
TUDOR THOMAS

Centre: **Visiting the old Swansea Bus Museum site late last year was Leyland Tiger C262 with Plaxton Paramount bodywork restored in NATIONAL EXPRESS Rapide livery.** TUDOR THOMAS

Bottom left: **National Welsh Olympian HR8215 is seen inside The Bus Depot, Barry during restoration four years ago.**  
DAN TAYLOR

Bottom right: **National Welsh Olympian HR8215 is seen with the historic Barry Dock Building in the background at Barry just after restoration during a visit by this magazine.** TUDOR THOMAS

activities stretching from Cheltenham in England to Barry in South Wales. On Saturday 28 April there will be a road run organised by CTPG member and coach owner Jonathan Radley using Red & White RC169 Bristol RELH6G (see [www.redandwhitebus.co.uk](http://www.redandwhitebus.co.uk)). This will traverse roads covered by NATIONAL coach route 660 (Cheltenham–Gloucester), then taking the north side of the River Severn via Chepstow before reaching Cardiff and subsequent termination at Barry. During the road run it is intended to pass the site of the Red & White Head Office at Bulwalk, Chepstow and that of Western Welsh at 253 Cowbridge Road West, Ely.

On Sunday 29 April there will be a running day at The Bus Depot, in Barry from 10:30 to 16:30 ([www.ctpg.co.uk](http://www.ctpg.co.uk)). There will regular free heritage bus trips, including visits to the CTPG Atlantic



Depot on Barry Dock. CTPG now cares for over 100 heritage vehicles, some just in temporary storage, with others in various conditions from 'as found as a rusty shell' to part and fully restored. CTPG as a

group and its members privately own a wide cross section of vehicles previously owned by National Welsh, although quite a few of these are in their former Western Welsh, Red & White or Rhondda colours.







# Little & Large in Dorset

The Plaxton Panorama and its lower-spec sister, the Embassy, came in various incarnations, many being simply detail differences in trim etc.

The advent of underfloor engines obviated the need to provide a grille to service a front-mounted radiator, the item being instead mounted amidships with the engine. Initially all Panoramas and Embassys sported Plaxton's trademark 'dinner plate' grille

whether it was needed all not.

The first major redesign took place in 1961. This saw amongst other changes a less pronounced curve to the waistline and a new 'dummy' grille when fitted to an underfloor-engined chassis. The result was a sleek coach with fine clean lines — perfect!

This version remained in production until 1965, when an abundance of chrome took away those simple lines.

The variant proved extremely popular with both BET operators and leading independents such as Bere Regis & District, which acquired a pair, 533/4 JBU, on Leyland Leopard chassis new in 1964 — their Oldham registrations indicating that they were, like many other Bere Regis Coaches of the period, supplied by dealer, Lancashire Motor Traders.

534 JBU is seen here on

a tour resting on The Quay, Poole in July 1971. This coach and its sister were both withdrawn and scrapped in 1986 after 22 years service.

Our inset shows the company's booking office in Bridport Road, Dorchester at about the same time. The Johnston miniature coach is a model of a Harrington-bodied AEC Regal III originally built for Hardings of Birkenhead.



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**COAST LINES L**





# Open Day at DEWSBURY

Tucked away in a side street in the suburb of Ravensthorpe, Dewsbury Bus Museum is a rising star of today's preservation scene. The small building, housing a dozen or so buses, acts as

a public showcase. Behind the scenes are two further storage sites packed with buses both restored and awaiting restoration.

The museum hosts three events per year — two open

days (early and late season) at the museum and an offsite summer event at Batley Mill shopping outlet.

The early season event is the curtain raiser on the busy West Yorkshire rally scene

and is always well attended despite the occasionally hostile weather. This year the event was blessed with a bright if chilly day and a good time was had by all. Here are some of the buses . . .





Opposite, top: **West Riding Leyland National 2 XUA 73X** heads a line-up of local buses including examples from **Halifax and Huddersfield** and **West Yorkshire PTE**. Behind the National is an **Optare CityPacer**, **Yorkshire Rider 1700 (D901 MWR)** — watch out for its and the National's story in forthcoming issues of **B&CP**. Pictures: PHILIP LAMB

Opposite, bottom: **A popular vehicle on the route network** was **Leyland Lynx 2 J377 AWT**, new as **West Riding 377** and awaiting further restoration and repainting in original **Caldaire** guise. The Lynx is owned by museum member **Steve Hurley**.

This page:

**Making its debut as a preserved bus** is immaculate **Mini-Pointer-Dart East Yorkshire 486 (Y486 VRH)**. It is one of the most recently built buses in preservation.

To make room for trade stands, museum residents get to enjoy a day in the fresh air. **West Riding 803 (JHL 983)** is a **Roe Dalesman-bodied AEC Reliance**. The coach was externally restored by the **West Riding Omnibus Preservation Society** in the early 1980s. The interior has now been restored; the troublesome clutch re-conditioned and although the coach is now fully mobile, electrical concerns have resulted in a full rewire, work that is currently in progress. Behind is **West Riding 855 (KHL 855)**, a 1957 **Roe-bodied Guy Arab IV**. Museum member **Mark Byard** acquired the vehicle in November 2011 and significant restoration progress has been made.

Owned by the **Town & District Transport Trust**, **N814 DNE** is an **Alexander PS-bodied Volvo B10M** which was new to **Greater Manchester Buses South** in 1996. Transferred within **Stagecoach** to **Midland Red South** and **Stagecoach Bedford**, **N814 DNE** saw service with **People's Bus of Aintree** before acquisition by **Express Motors**, in which livery it is currently preserved.





# Hucknall Heritage

The 2018 season started early at the Nottingham Heritage Vehicles' Hucknall base with an open day on 25 February as illustrated by SHANE ROSS.







Opposite, top: **Former City of Nottingham No 433 (RNU 433X)**, a 1981 Northern Counties-bodied Leyland Atlantean AN68C/1R, is passing The Horse & Groom public house at Linby with a local tour from Hucknall.  
Pictures: SHANE ROSS

Opposite, bottom: **Independent operator South Notts of Gotham** was acquired by Nottingham City Transport in March 1991, two years after the delivery of its No 129 (G129 NRC), a low-height Northern Counties-bodied Leyland Olympian ONCL10/2RZ. The now-preserved bus lays over outside Nottingham Heritage Vehicles' Hucknall base between duties.



This page, top: **Passing between shadows at Linby** is well-laden former Northampton Corporation No 154 (ANH 154), a 1947 Northern Coachbuilders-bodied Daimler CVG6.

Centre: **Seen at the same location** is former Notts & Derby L127 LRA, a 1994 Northern Counties Paladin-bodied Volvo B10B new to fellow Wellglade Ltd company Barton Transport as its No 127.

Bottom: **Undergoing restoration** in the former Trent Motor Traction Co depot at Hucknall, now home of Nottingham Heritage Vehicles, is former Trent No 600 (F600 GVO), a 1989 Alexander RV-bodied Volvo B10M-50 more recently operated by Plymouth Citybus and Wigan Coachways. New front brake drums are now in place (the old ones are in front of the bus) and new external panels await fitting.





# Back on the Road IN GLASGOW

*The Glasgow Vintage Vehicle Trust supports the local community with an innovative scheme. It provides recovered drug addicts with employment opportunities whilst helping its restoration projects. SIMON GILL reports.*

As registered charities, the UK's Transport Museums pride themselves on giving something back to the communities in which they are located, with many private vehicle owners and groups doing the same. The Glasgow Vintage Vehicle Trust (GVVT) provides an effective resource to communities in and around Glasgow's east side through its 'Back on the Road' project. This assists those in recovery from a drug or alcohol addiction to gain work experience and return to society.

## 1996-2006

The 'Back on the Road' (BotR) project started as a Scotland Against Drugs (SAD) advertising campaign between 1996 and 1998 to raise public awareness of the dangers of drugs. An Employment Programme to prepare recovered addicts for a return to work followed in 1999 in six Scottish areas with the help of SAD

director Dr Alistair Ramsey MBE, who is also a GVVT trustee.

The Glasgow scheme was established to help restore vintage and classic buses based at the former Glasgow Corporation Transport (GCT) bus garage in Bridgeton, which GVVT has leased from Glasgow City Council since 2003. Many clients displayed other problems such as poor literacy and numeracy, housing and personal issues in addition to former drug use.

Every project participant was regularly tested for drugs; those who failed to remain drug-free had their attendance immediately terminated without a second chance. However, those attending regularly and punctually, while remaining drug free and doing a reasonable day's work, were paid a wage of £168 per week, less the usual deductions, for six months.

Over 80 recovered addicts passed through the various SAD employment

projects between 2000 and 2006, of which 30 participated in BotR at Bridgeton. They were able to develop skills related to bus restoration including sheet metal working, coachbuilding, painting, mechanics and upholstery.

## THE FIRST BOTR RESTORATIONS

The first bus to be restored under the project was former GCT L446 (SGD 448), a 1961 forward-entrance Alexander-bodied Leyland Titan PD3/2. It was stored between 1982 and 2000 before making a welcome return to the road in 2001.

The bus that followed in 2002 was significant. Alistair Ramsey was invited to Malta around that time to address an international conference and, while there, noticed the island's old buses and considered taking one back to Scotland.

**Freshly turned out in GVVT's version of Strathclyde Buses' dual-purpose livery is former Metroline and City Sightseeing Glasgow Volvo Olympian P491 MBY which retained its dual-door layout on conversion to partial open-top form in 2006. SIMON GILL**





Right: **Passing the Tennent's public house on Glasgow's Byres Road during a May 2017 GVVTT Running Day is GCT L446 (SGD 448), the Alexander-bodied Leyland Titan PD3/2 which was the first restoration completed under the 'Back on the Road' scheme.** PHIL HALEWOOD

Below left: **The first bus exported from Malta following a 2002 law change was 522 XUT, a Borg-rebodied Fordson Thames ET7 registered DBY 333 on the island.** SIMON GILL

Below right: **Looking resplendent at The Fort, Easterhouse, is GCT L163 (SGD 65) a 1958 Alexander-bodied Leyland Titan PD2/24 restored by BotR volunteers during 2014.** PHIL HALEWOOD



It was then forbidden to export any vehicle from the island other than as scrap metal, but an introduction to the Minister of Transport resulted in a change of law and a meeting with the island's transport managers. They asked him: 'Which bus would you like?' and DBY 333 was duly chosen and exported to Scotland.

It is a normal-control 1932 Fordson Thames ET7 with 1953 Borg bodywork that operated between Sliema and Mosta, and now carries UK registration 522 XUT.

## 2006 TO DATE

A change in Scottish Government policy towards support for drug use and employment in 2006 saw SAD's programmes amalgamated into others. BotR funding was phased out by 2008 and wage payments ceased. The Glasgow project was taken over by GVVTT in its entirety; inclusion required all participants to volunteer.

Not every applicant is accepted onto the scheme to ensure only the right people are taken on. GVVTT works closely with local agencies and the Criminal Justice Service with final placement approval being determined by GVVTT and the referral organisation's adviser.

GVVTT's only full-time employee, a time-served coachbuilder and painter who has qualifications in social care, supervises volunteers working under the scheme. A maximum of three volunteers are supervised on any given day with placements lasting twenty weeks for a maximum three days per week.

The project aims to offer participants real life experience of work in a non-judgmental setting by providing support, advice and guidance in addition to education and training. This helps to improve

confidence, self-esteem and self-discipline by establishing a routine that supports and maintains participants' recovery. Social and community value is created by the nature of the work undertaken.

## LI63: A VOLUNTEER RESTORATION

One of the successes of the GVVTT-led voluntary project is the completion of GCT L163 (SGD 65), a 1958 Alexander-bodied Leyland Titan PD2/24 featuring air brakes and Pneumocyclic two-pedal control transmission. It has been owned by Glasgow City Council since 2006 and is of a type commonly known to crews as a 'wee L' after GCT's introduction of the longer PD3 to its fleet.

L163 was restored during 2014 with some grant funding from Community Safety Services while the Land Services Department provided some materials. The interior of L163's bodywork was sound leading to a concentration of work on exterior re-panelling to both decks, a thorough preparation and a repaint in original livery.

Ten volunteers worked on the bus with attendances up to 80%, with five gaining qualifications (three for First Aid and two for Health and Hygiene). Two gained full-time employment after the scheme, one

passed a Fork Lift course, and another successfully completed a Community Payback Order.

## OPEN-TOP PROJECTS

Another bus to benefit was GCT L108, a Leyland Titan PD2/24 with bodywork built at the undertaking's Coplawhill tramcar works using Alexander parts. It was converted to open-top following accident damage during driver training duties around December 1975 and was the only 'wee L' to transfer to Strathclyde Buses in 1986.

Originally registered SGD 10, the Titan was re-registered LDS 388A in 1991 and HSK 953 the following year before gaining its current registration, FYS 8, in 2003. It was restored under the BotR scheme after sale to Glasgow City Council in 2006.

The latest beneficiary is P491 MBY, a 1996 Alexander RH-bodied Volvo Olympian that was new to Metroline as its AV11. Its London service was spent at Willesden, Harlesden and Holloway garages before withdrawal in December 2005.

The Olympian was sold to Ensign (dealer) the following month and, with five others, was refurbished and converted to partial open-top for Glasgow's City Sightseeing service, replacing ex-London MCW Metrobuses.







Above: **Strathclyde PTE's dual-purpose livery** was carried by a variety of vehicles including open-top GCT-bodied Leyland Titan PD2/24 L108 (SGD 10), seen here at the 1985 Dunbar Rally. It is currently registered FYS 8. IAIN MACGREGOR

Inset above: **L108 (FYS 8)** is now restored to its original GCT livery through the BotR scheme, as pictured during a 2017 GVVT running day. PHIL HALEWOOD



Left: **Olympian P491 MBY** crosses Waterloo Bridge in 2005 while owned by Metroline. It would be sold out of service later that year and converted to partial open-top layout. PHIL HALEWOOD

Below left: **P491 MBY** was used by Glasgow City Sightseeing on its Glasgow tour for ten years between 2006 and 2016, as seen here passing Kelvingrove Museum on a hot summer's day. PHIL HALEWOOD



The Glasgow City Sightseeing franchisee is now West Coast Motors which replaced the Olympians with newer low-floor Scania. GVVT's trustees were delighted to accept West Coast Motors' kind offer to donate P491 MBY to the Trust in October 2016.

It was taken on by BotR volunteers who replaced several panels and reinstated the front destination aperture. A decision was made to repaint the Olympian into a representation of Strathclyde PTE's dual-purpose livery of white, orange and black which, although never carried by its own Olympian fleet, did feature on L108 so makes a fitting link to the past.

The return to Bridgeton after its repaint was made under cover of darkness to provide a surprise launch at GVVT's October 2017 Open Day. The bus is



Top: **P491 MBY** looks very smart in **GVVT's** version of **Strathclyde PTE's** dual-purpose livery. Signwriting will follow in due course. **SIMON GILL**

Centre, upper left: **P491 MBY's** lower-deck retains **City Sightseeing** vinyl seats within a tidy interior. **SIMON GILL**

Centre, lower left: **A work in progress** is current **'Back on the Road'** project, the re-panelled former **Greater Glasgow PTE Leyland National LN18 (GGE 173T)**.

Centre, right: **The National's** seats have been removed to assist interior work.

Both: **PHIL HALEWOOD**

Bottom: **The dual-purpose Strathclyde PTE livery variation** may have preceded this **Olympian**, but it does suit the lines of its converted **Alexander** bodywork very well. **SIMON GILL**

currently devoid of fleetnames pending a final decision on what to apply but it will relieve pressure on L108 during future public openings.

### ANOTHER TO FOLLOW

BotR funding remains a major headache as GVVt picks up all the costs, but financial support can occasionally be obtained for specific restoration projects from a variety of sources, although this is often restricted to materials and consumables.

The current BotR project is former Greater Glasgow PTE LN18 (GGE 173T), a 1979 single-door Leyland National 10351A/1R that is undergoing a major rebuild at Bridgeton.

### FOOD FOR THOUGHT

As we can see, 'Back on the Road' has not only benefited GVVt through the restoration of several buses, but also society through crime reduction and fewer incidences of anti-social behaviour. The scheme has been described as 'an on-going project as much as life is an on-going project', with one volunteer praising the positive impact it has made by 'providing calmness, sanctuary and a structure to their life to rebuild self confidence'.

Some participants have kept in touch with GVVt after completion of their programme and a few have joined as members and help at events. Putting something back into the local community is important and is perhaps something other museums can consider.

Our thanks to Gary McGowan, Alistair Ramsay and Phil Halewood of the Glasgow Vintage Vehicle Trust for their help with this feature.





# 40 Years in Preservation!



**JOHN CHILD teams up with JOHN MARSHALL and ROBERT LOWE to bring you the latest restoration update of ex-Gash & Sons DD7, 40 years after it was acquired for preservation.**

LNN 353, a 1950 lowbridge Duple-bodied Daimler CVD6, entered service with W. Gash & Sons of Elston near Newark in

August 1950 as its DD (Double-Decker) 7. It was driven in service, mainly on school duties and private hires, by John

Marshall from 1969 until its December 1977 withdrawal; the bus having travelled almost 600,000 miles in 27 years.

So impressed was John with the bus, coupled with the strong nostalgic feel of his driving days and love of Gash Daimlers, that he decided to buy it and DD7 became part of the Sutton-on-Trent Historical Vehicle Group's collection. Other vehicles in the Group collection at that time included a 1930 Ford Model A van, a 1932 Bedford Model WS, a 1950 Duple-bodied Bedford OB and former London Transport RT493 of 1947 vintage.

The Daimler was actively rallied until a 1987 brake failure caused it to be taken off the road and stored.

## PROGRESS REPORT

A great deal of mechanical and body restoration work has been undertaken by Robert Lowe, who has played a prominent role in helping to get DD7 back on the road. Notable is the rebuilding of the braking system, converted from a Lockheed constant pressure hydraulic system to a Lockheed/Clayton Dewandre vacuum servo-hydraulic system on all brakes.





KWT 600 (see inset) donated its original servo and vacuum tank to DD7. The work proved challenging as it involved both restoration and fitting. Robert recalls: 'It was not designed to fit – it won't fit – it will never fit. It's now fitted!' The lowbridge floor of DD7 is four inches lower than a highbridge equivalent Daimler CV which added to Robert's challenge. So, persistence overcomes resistance once more!

Thanks to John, Robert and Jonathan for their help with this article.

Opposite, top: **DD7 arrives at Newark from Flintham at the original bus station close to the Robin Hood Hotel in the early-1960s. Mrs Sheila Brown, a long-standing conductress, is seen giving a hand offloading a child's pushchair. The bus station was closed in 1964.**  
JOHN MARSHALL COLLECTION



Opposite, bottom: **It is thanks to scribe and local family friend Lavinia Mumford that DD7's early days were recorded in her beautiful handwriting at John's specific request many years ago. Here John and Robert present the resume with the rebuilt rear doors of DD7, complete with illuminated rear number plate and stop sign, forming a respectable backdrop.**  
JOHN CHILD



Top, centre and bottom left: **A great engineering milestone was passed with the servo, new exhaustor and front nearside brake cylinder now in place.**  
JOHN CHILD

Bottom right: **The upper saloon has benefited with its ceiling thorough prepared and repainted in cream. New lino has also been fitted. The seats are currently being retrimmed and the frames shot-blasted.**  
JOHN CHILD







This page: The upper saloon windows and surrounds have received the full 'Robert treatment' as they were very corroded in places and required welding before refitting. Designed by Roy Marshall, the rare polished aluminium strip fitted above the lower saloon windows and intended to promote a 'coach image' has been temporarily removed ready for renovation and refitting. Of the three buses of this design originally ordered by Skill's of Nottingham, DD7 and DD8 were diverted to Gash early in the build.

JOHN CHILD



Opposite page:

Top, left to right: Work at the rear of the bus required precision building of a new rear emergency door as the original was beyond repair. The Gash sign seen on the workshop wall remained at Nottingham's Huntingdon Street bus station until the last day of operation when the sign was removed by a Gash driver and handed to John Marshall. Services were transferred to the Broadmarsh Bus Station in 1972. JOHN CHILD

Lower left: John inspects the new emergency door prior to fitting. JOHN CHILD

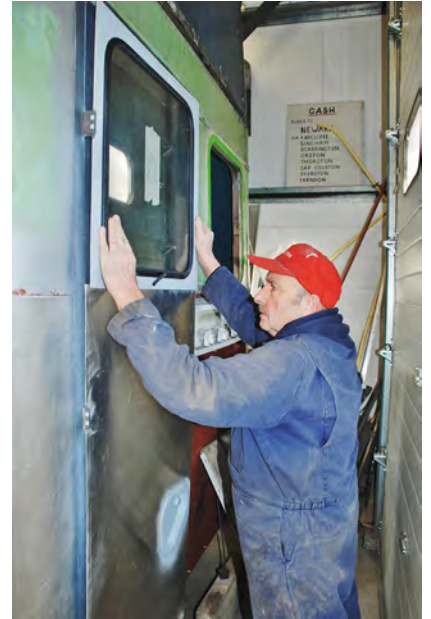
Bottom left: The fitting of rear platform doors to a double-decker was unusual in 1950. DD7 was so built as it was destined for Skills' express service from Nottingham to Bridlington upon which it never operated – the bus was instead delivered directly to Gash from the factory. It also features a nearside lower-deck luggage rack, high-backed seats and heaters. The bottom half of each platform door required major attention during restoration. JOHN CHILD



Bottom right: DD7 is prepared for an onsite brake test as John checks the water. Full marks to all involved as John and his team move a step nearer to the pleasure of seeing all the hours of hard work finally coming to fruition. As the pace quickens, DD7 is almost road ready.

JOHN CHILD









Above: **John Marshall, Managing Director of Marshall's of Sutton-on-Trent Ltd, proudly shows off the newest additions to his operational fleet with Optare Sales Executive Chris Hunt. The Optare Versa Euro 6 buses were purchased for the company's Newark to Nottingham commercial services and continue the long tradition of Gash & Sons' service to local communities. JOHN MARSHALL**

Below: **A flashback to the LVVS Open Day in November 2015 with John Marshall behind the wheel of his 1985 Plaxton Paramount II 3200-bodied Bedford YNT 500 turbo B101 (C434 HHL), new to Wainfleet Coaches. Sister vehicle B675 EWE, also new to Wainfleet, was purchased by John in 1990 and served until its 1997 sale to a Welsh operator. C434 HHL was added to Marshall's fleet in March 2015 and painted in an identical livery to that carried by B675 EWE for publicity and show purposes. JOHN CHILD**



## KWT 600



Worthy of recording as part of the DD7 story is KWT 600, a 1951 Daimler CVD6 new to Rossie Motors Ltd of Rossington, near Doncaster. It was originally fitted with a second-hand 1934-built English Electric body removed from RH 6118, a Daimler CP6 acquired from Kingston-Upon-Hull Corporation in 1945. KWT 600 received a 56-seat Burlingham body of an earlier 1949 design in 1954, as seen here, and was eventually withdrawn in 1972.

Rossie Motors Ltd hung on until May 1980, when the business was acquired by South Yorkshire PTE. KWT 600's chassis, gearbox, differential and part of the Burlingham body were purchased by John Marshall in 1992. He retained the makers plate and differential, while the gearbox supported an Exeter Daimler restoration. The bus also yielded invaluable brake parts used in DD7's restoration.



KWT 600's Daimler CD6 engine was purchased by Retford-based showman Jack Schofield to power his vintage steam gallopers and swing chairs via a wartime searchlight generator, as photographed at Cromford Steam Fair in 2015. JOHN CHILD



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**Preserved Midland Red 5399 (BHA 399C)** is a member of the BaMMOT fleet at The Transport Museum, Wythall. The OOC model is a faithful representation of the type.

From the rear the clean lines on the D9 can be appreciated. The filler cap and rear lights are placed neatly within the metal trim and the rear emergency door fits neatly to the nearside. There is no beading across the roof as it was a one-piece glass-reinforced plastic moulding with reinforcement beneath.

The front axle was independently sprung, and Metalastik 'variable rate' rubber suspension was used throughout. These elements necessitated the D9's set-back front axle which shortened the wheelbase and gave a tight turning circle and good engine access.

BMMO also constructed the body on a skeletal steel frame provided by Metal Sections of Oldbury; this was of half-cab layout using aluminium alloy with the roof, front end, and other smaller parts made of glass-reinforced plastic – BMMO's Carlyle Works pioneering the use of this material for PSV bodies. The enclosed rear platform was provided with electrically operated doors.

## VOLUME PRODUCTION

The production D9s were built in three batches; the first 94 (Nos 4849-4942: 849–942 KHA) were built from 1959 at Carlyle Works and entered service between January 1960 and October 1961. These had many differences from prototype 4773 including an offside-mounted fuel tank, revised front-end mouldings with a larger grille, waist-rail mouldings, and a redesigned cab door and bonnet catch. From 1 April 1959 double-deck buses with more than 30 seats on the lower deck were required to have a second emergency exit; an opening emergency window was fitted to the first offside window bay.

Braking was also a problem on the prototype; the first batch was built with hydraulically-operated drum-brakes on the rear and disc-brakes on the front wheels. But the 101-strong second batch (Nos 4945-5044: 2945-3044 HA) received hydraulically-operated drum-brakes on both axles, with first batch vehicles being retro-fitted. These buses entered service between December 1961 and February 1963.

Construction of the last batch of 150 (5296–5445: 6296–6378 HA/ AHA 379B–394B/BHA 395C–404C/EHA

NIGEL APPLEFORD describes the Original Omnibus Company's BMMO D9 model following the acquisition of Midland Red 5314 (6314 HA) by the Leicester Transport Heritage Trust, as reported last month.

The Birmingham and Midland Motor Omnibus Company Limited (BMMO), better known as Midland Red, unveiled its Type D9 prototype 4773 (773 FHA) in August 1958. This took advantage of a 1956 legislative change which permitted 30ft-length double-deck buses.

The D9 was an advanced integral (i.e. chassis-less) design using many features

from BMMO's single-deck vehicles of types C3, S14, S15 and C5. Its initial design featured a front-mounted 6-cylinder 10.5-litre version of BMMO's KL engine, coupled to a hydraulically-operated four-speed semi-automatic gearbox built by Self Changing Gears Limited (SCG) of Coventry. Power steering was fitted, as were disc-brakes on both axles.

## FLEETLIST – 1:76mm SCALE

### ORIGINAL OMNIBUS COMPANY (CORGI/HORNBY)

Ref	Identity	Released	Run	Notes
OM45601	Midland Red 4940 (940 KHA)	Jun 2001	6,900*	
OM45602	Obsolete Fleet (RLST) OM5 (3016 HA)	Jun 2001	5,900*	Open-top
OM45603	West Midlands PTE 4871 (871 KHA)	Aug 2001	4,000*	
OM45604	Midland Red 5413 (EHA 413D)	Aug 2001	4,000*	Advertising livery for Hall Green Stadium
OM45605	Midland Red 5323 (6323 HA)	Apr 2002	2,700*	
OM45606	Midland Red 5362 (6362 HA)	Nov 2002	2,700*	NBC poppy red livery
OM45607	Obsolete Fleet (Route 74Z) OM7 (917 KHA)	May 2003	3,100*	Open-top
OM45608A	Midland Red 5399 (BHA 399C)	Mar 2010	675*	Route D9: Dudley via Grazebrook
OM45608B	Midland Red 5399 (BHA 399C)	Mar 2010	675*	Route D9: Cradley Heath via Grazebrook
OM99146/2	Midland Red 5305 (6305 HA)	Mar 2014	2,600*	Part of set

### ATLAS EDITIONS

4655526	Midland Red 5358 (6358 HA)	May 2012	–	Not certificated
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\* Certificated run





The first D9 model release was No 4940 (940 KHA), one of the first production batch. Some D9s, including this one, had part-opening rear upper-deck windows to aid ventilation. The roof is correctly smooth.



A rear view of the No 4940 shows how well OOC captured the smooth lines of the real bus. It carries the original livery with large underlined 'Midland' fleetname but no adverts. The lower-deck emergency window is immediately behind the cab door.



The second release was the first of two open-top variants. Obsolete Fleet of London had seven so-converted by LPC Coachworks at Hounslow which involved cutting the upper-deck window pans into three and re-welding them but did give a very pleasing result. The full-size OM5 is preserved at Wythall.



Ninety D9s were included in the December 1973 sale of Midland Red's Birmingham and Black Country operations to West Midlands PTE, many of which were duly repainted into the PTE's blue and cream livery which suited them well. The full-size 4871 is preserved in this livery at Wythall.

405D–445D) continued from the end of the second batch, entering service from February 1963. Production ground to a halt after the first 105 entered service owing to BMMO's shortage of skilled staff with priority given to single-decker production.

The remaining 45 partly-finished buses were sent to Willowbrook of Loughborough for completion with deliveries resuming in December 1965; the final D9 entering service in

November 1966. Vehicles in this batch had a modified version of the BMMO 10.5-litre engine, known as the D9 Mk II, to combat overheating issues found on earlier vehicles.

#### BLUE AND CREAM

The sale of 413 Midland Red buses and eight garages to West Midlands PTE on 3 December 1973 included 90 D9s, the last of which was withdrawn in October 1977.

#### STILL RED

Midland Red's last D9, 5314 (6314 HA) was withdrawn from Leicester Southgate Street garage on 31 December 1979.

Few D9s passed to other operators, although nine were operated by Obsolete Fleet on the Round London Sightseeing Tour between 1975 and 1983 – seven as open-top buses.

It is thought twelve survive in preservation, including the prototype.



An unusual release was 5413 (EHA 413D) in Hall Green Stadium overall advertising livery. OOC made a superb job of this model which is so far the only release with the later lowercase underlined 'Midland Red' fleetname. The real vehicle was one of those finished by Willowbrook.



A return to standard red livery with large underlined fleetname for the release of 5323 (6323 HA) on Route 144 (Birmingham to The Malverns). This model carries adverts for Midland Red's express services; the company's publicity machine was extremely good at publicising its own services.





The D9s remaining with Midland Red post-1973 received National Bus Company poppy red livery, initially without a white band and later with it as shown by the model of 5362 (6362 HA).



The most recent individual release of the D9 is preserved 5399 (BHA 399C). This was offered with two route D9 destinations via Grazebrook, Dudley or Cradley Heath. The external mirrors are turned through 90 degrees from their normal position.

## THE MODEL

The D9 was considered a surprising choice when introduced to Corgi's OOC range in June 2001, around the same time as the Midland Red C5 coach and Southdown Leyland Titan PD3. All represented single-buyer vehicles with limited potential geographical interest and a limited livery range, but all proved very popular.

First and foremost, Corgi's model looks exactly like a D9. The model shell is

produced in two halves – upper and lower decks – with the lower deck held in place with Phillips screws under the cab and rear platform, while the upper-deck has two poles fixing it to the lower deck (although some of the top decks do appear a little loose).

The wheels are plastic with rubber tyres, the interior and front grille are also separate plastic parts. Glazing is commendably flush, and a lot of small



The second open-top model issue featured 917 KHA. The removal of Obsolete Fleet's D9s from the Round London Sightseeing Tour led to their use on other duties including this seasonal service to London Zoo.



A limited-edition gift set commemorated Midland Red's centenary, consisting D9 5305 (6305 HA) and C5 coach 4826 (826 HHA). The D9 carries side adverts publicising Midland Red's own services.

detail is also present; external mirrors, conical blind winding handle and cab-front conductor's grab rail are all where they should be – the cab wiper is a metal etching.

Dimensionally it appears to be all correct and the finish (on the OOC examples) is to a very high standard. There are minor detail differences between production batches which appear to be considered – overall it is an excellent model.

The most recent issue was March 2010; whether Hornby has plans for future releases is not known as there are still a few livery variations and overall advertising liveries not yet produced.

Atlas Editions included a model of 5358 (6358 HA) in its Classic British Buses range. It is reported Corgi lent its castings; the external mirror positions (as on BHA 399C) would bear this out. The paint colour is not Midland Red's red, and the model also has an angled upper-deck lower edge above the first lower-deck window which is correctly absent from Corgi-issued models. This example had a missing front chassis screw causing the grille to occasionally fall out.



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**EFE 28825 London Transport  
Leyland Titan Prototype 2 Door**

Reg Number - BCK 706R

Fleet Number - N/A

Route – 024

Destination – VICTORIA

**RRP: £39.95 – OUR PRICE: £33.96**



**POSTAGE £3 PER MODEL (£3.50 FOR 2, £4 UP TO 4)**

# TTC DIECAST.COM

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A bizarre transformation for a low-floor Dennis Dart and a tribute to 1940s lady bus drivers are among this month's diverse selection of goodies from NICK LARKIN.

## DART TRANSFORMATION

Former Metrolink Dennis Dart DLD171 (Y671 NLO) appears to have exchanged the Capital for the Wild West after an extensive and noticeable conversion into the Burger and Fries Ranch. The bus, which latterly worked for Merseyside-based Imperia, now tours a wide area with its new owners, Willow Catering of Liverpool.

It is a stablemate of another former London vehicle, AEC/Park Royal Routemaster RML 895 (WLT 895), which ran for Arriva London until the capital's last day of normal Routemaster operation in December 2005. It has since been converted into the Number 1 Bus Stop Bar, often appearing at shows with the Dart, when presumably punters could spend the day walking (and later staggering) between both.

Spokesman for Willow Catering, and a man with an appropriate name for a Merseyside concern, Pail Birkenhead said: 'We have around 75 catering units including several buses. They are great for the job, attracting attention and are in many ways



Above: **Metrolink Y671 NLO** started life as a standard **Plaxton Pointer 2-bodied Dennis Dart SLF** identical to sister **Y152 NLK**. PETER HORREX

Below: **This Dart has hit the bullseye as the Burger and Fries ranch**. NICK LARKIN



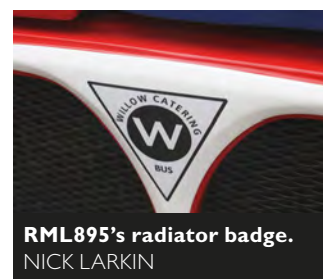
more practical than a trailer. 'Not surprisingly, we have

several bus enthusiasts around here.'

Below: **An appropriate queuing aid**. NICK LARKIN



The Routemaster Bar at work. NICK LARKIN



RML895's radiator badge. NICK LARKIN



## HUNGARY YEARS

Bus stamp of the month must be this circa-1963 offering from the Hungarian Post. The front grille has echoes of an ECW coach design, but we are uncertain what exactly forms the background.



## WOMEN DRIVERS

The recent International Women's Day ensures we pay tribute to these stoic American ladies of the 1940s.

The damsel looking very relaxed at the wheel of her White bus may have been 'helping relive the manpower shortage as bus drivers,' and the East Bay Transit Company 'found women proficient in driving easy-handling Whites'. How advertising has changed over the years...

A brave editor used the 'Women Can't Drive' headline in this November 1942 edition of US journal *Bus Transportation*, but a San Diego operator found they could, and expected to have 100 ladies driving its coaches by the end of 1942.



## RTEA

A flashback to an earlier age of former London bus catering is illustrated by RT3960 (LUC 119) dishing up the burgers. We do not know where or when this picture was taken but the bus is reportedly still extant in Spain as a traveller's home with its roof and upper-deck windows lowered. Picture: NICK LARKIN COLLECTION



## DOUBLE BENDY

This appears to be a 'bendy' bus and a half. We do not know its operator – it is certainly not First, despite the pink bits of the livery! Picture: NICK LARKIN COLLECTION



## JUST ARGOS IT

Free bus services to retail outlets are relatively common nowadays, often in dedicated liveries. But East Kent didn't get too carried away with this Park Royal-bodied AEC Regent V allocated to a free service linking Canterbury Bus Station with the local Argos store. Wonder if the National Bus Company logo was deliberately covered by the side advert? Picture: NICK LARKIN COLLECTION



## OSWESTRY OBSERVATIONS

A couple of interesting spottings during an Oswestry Showground event. Am I going mad, but does this commentary box appear to be converted from an old tram? And where on earth did this Newcastle Busways no smoking notice come from?

Pictures: NICK LARKIN



Picture: NICK LARKIN COLLECTION



Picture: NICK THOMSON

## IT WAS MARTIN'S

Following last month's picture of a mystery dealer's premises, NICK THOMSON of Warrington confirmed the location is indeed Martin's of Middlewich, Cheshire. 'I have visited Middlewich many times over the years, mainly to do with another hobby of mine, church bell ringing,' he explains.

Nick has enclosed a picture of the site taken on 31 August 2001, when he spotted a former North Western Marshall-bodied Bristol RESL in the yard, which like the ex-Greater Manchester Northern Counties-bodied Leyland Atlantean alongside, was present for MoT testing.

'Sadly, the site is now built on,' Nick concludes.



# BUSMART

BUY, SELL AND EXCHANGE YOUR BUS-RELATED ITEMS HERE!  
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Obituary  
Photographs for sale  
Presbus bookshop  
Property for sale  
Reunions  
Services  
Shared ownership  
Situation vacant  
Societies  
Sponsorship wanted  
Storage wanted

## FEATURED BUS FOR SALE



**VEHICLE:** 1970 Daimler Fleetline CRG6LX-30/Northern Counties.

**DETAILS:** New to Southdown. Believed to be sole survivor. Class 6 MoT due April 2018.

**CONTACT:** For details call Nick Pope on 07860 902500 or e-mail: [harvestlm@btconnect.com](mailto:harvestlm@btconnect.com).  
Vehicle located near Horsham, West Sussex.

## ADVERTISING RATES

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Genuine private readers' lineage adverts are **FREE** and may include one **FREE** image.

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e-mail: [presbusps2@btinternet.com](mailto:presbusps2@btinternet.com)

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Trade adverts are also accepted, for which our standard rates apply.

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**024 7661 6930**

e-mail: [presbusps2@btinternet.com](mailto:presbusps2@btinternet.com)

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## BUSES AND COACHES FOR SALE



**1979 Bedford JYL/Marshall HKL 553V.** The last survivor of only four built, originally a Vauxhall Motors demonstrator before operation by Maidstone Borough Transport, Rambler Coaches, First Choice Travel and Goodman's. Acquired by current owner in 2007, down-seated to 13 and partially fitted out as motor home (the removed seats are available). MoT to 6 March 2018. Taxed to 1 March 2018. Offers in region of £8000 to Mrs Jagger 01253 712663.



**Ex-Ribble 2134 (DBV 134Y) Leyland Olympian/ECW.** The bus has been in outside storage in West Cumbria awaiting restoration. It is drivable, has no MoT, but comes with some spares. Disposal due to downsizing collection. Offers around £2,500. E-mail: [enquiries@wtht.co.uk](mailto:enquiries@wtht.co.uk) or Tel: 01900 67389.



**Ex-Cumberland 251 (F251 JRM) Leyland Lynx.** The last of four CMS Lynxes to survive. It has been repainted in CMS Ayres Red. The bus is a treat to drive, but the body framework is showing signs of decay from the window sills downwards which will require remedial work. Disposal due to downsizing collection. No MoT. Offers around £2,500. E-mail: [enquiries@wtht.co.uk](mailto:enquiries@wtht.co.uk) or Tel: 01900 67389.



**1949 Bedford OB.** Built as 29-seater for Greenslades of Exeter but now devoid of seats and best described as a daybus. It resembles Grandmother's front room with armchairs, chaise lounge, hanging pictures and horse brasses. A kitchen is also fitted. Converted 45 years ago. Now needs new owners. Bodywork needs a little TLC but it runs very well. Viewing essential. £30,000 ONO. Tel: 01787 468601 (evenings).



**1980 Bedford CF 17-seat Mini Plaxton Supreme.** Opel diesel engine and 5-speed overdrive gearbox. Restored over 10 years ago. One of three left of about 30 built. £13,000 ono. Tel: 01787 468601 (evenings).



**Bristol single-deck bus** Mechanically complete. Gardner 5LW £2,500 contact Rush Green Motors on 01438 354174. (Trade).

## TRADE ADVERTISERS

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PRESERVATION**

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## BUS AND COACH PARTS FOR SALE

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We may just have that hard to find part. We also have hundreds of workshop manuals and part books.

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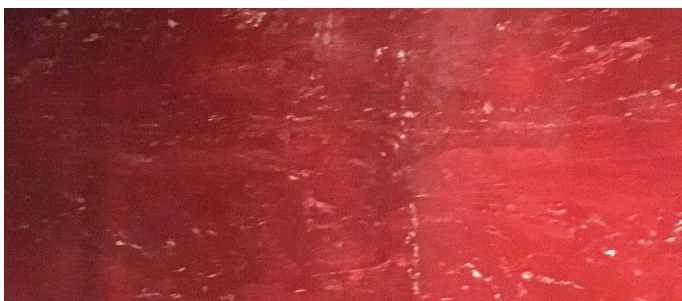
We are always looking for vintage spares

## RUSH GREEN MOTORS

Langley, Hitchin, Herts SG4 7PQ  
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[www.rushgreenmotors.com](http://www.rushgreenmotors.com)

Largest varied stock of vehicles and spare parts in the UK 1990 to pre-1940. Hundreds of vehicles, thousands of spare parts. UK and Continental vehicles including: AEC, ATKINSON, ALBION, EDFORD, B.M.C, COMMER, DODGE, FORD, LEYLAND, MAUDSLEY, SCANIA, BRISTOL, SEDDON, THORNYCROFT, VOLVO etc.

## BUS AND COACH PARTS WANTED



**Red marble rubber flooring.** I am trying to source a minimum length of 7 metres of red marble rubber flooring (foam backed) for the aisle for my Bedford Val that I am restoring. Any info on where I could get a length would be appreciated, hopefully I have uploaded an image of what I require. My mobile number is 07980467623

# Wanted

**Obsolete new/old stock**

**For bus, coach, truck & tractors**

**Anything considered**

**Cash for job lot**

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Call **07860 562165 / 01782 791757**  
e-mail [mark1969owen@hotmail.co.uk](mailto:mark1969owen@hotmail.co.uk)  
or visit [www.centralbusrestorations.co.uk](http://www.centralbusrestorations.co.uk)

## LET US SELL YOUR BUS FOR YOU!

Do you have to unload a project that has now become a burden? Is your landlord, wife or partner being unreasonable? We may be able to help by marketing your bus, completing unfinished work if necessary and resolving the problem for you.

We are the specialists for classic buses in the UK. Our job is to field the enquiries, humour the tyre-kickers and work to match a vehicle to a need. With no hassle for you. **Our Sale or Return Scheme offers the chance to:**

- Store your bus at no cost in secure facilities.
- Respect any conditions you may wish to make (e.g. UK preservation only).
- Sell it on your behalf at an agreed price.
- We have in-house coachbuilding facilities to complete a restoration.

Telephone:  
**01291 689361**

E-mail Bob at The Classic Bus Centre:  
[classicbuscentre@gmail.com](mailto:classicbuscentre@gmail.com)



Leyland PS2 Tiger open top restored by us from outwardly beautiful but rotten within, to solid where it counts...

**SPARE PARTS SERVICE:** We have Lodekka gearbox and axles available; Dennis Lancet 5 sp. gearbox; PD gearboxes; RT engine, etc.

**WANTED:** PD differential; Leyland National windscreens; Lodekka wings.



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## BOOKS, MAGAZINES AND DVDs FOR SALE

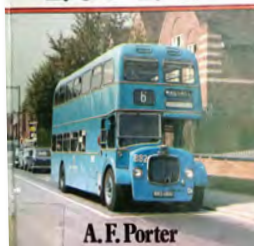


**The Classic Buses by Gavin Booth.** Hardback, 122 unmarked pages, in excellent condition. £2.95. Nice gift! Contact: D Clark, tel: 07399 359072.

**Service Manuals:** AEC Reliance passenger chassis, hardback £25. Leyland passenger chassis £25 AEC spare parts catalogue £20. AEC Southall instruction book and maintenance manual for 7.7 litre A173 oil engine £25. Tel: 07734 936005.

**Lots (London Omnibus Traction Society) monthly magazines** August 1979-December 1988/January 1993 to current. Collect from Hertford. Offers - Graham 07973 272659 or email chickenmax1@ntlworld.com

## Midlands Buses 1950-1969



**Buses' magazines** December 1976-current. (1993-2017 are in blue 'Buses' binders. April 1992 copy is missing. Storage space required. Collect from Hertford. Offers - Graham 07973 272659 or email chickenmax1@ntlworld.com

**Midlands Buses 1950-1969.** A F. Porter, great b/w photos, clean pages, vgc £4.75 rare book 07399 359072.

**you'd be surprised who reads it**

If you like old buses, you'll love this gorgeous magazine, full of fascinating articles and nostalgic pictures that give you an insight into the story of how we got to where we are today.

If it's good enough for James Freeman, we reckon you'll enjoy it, too.

# Classic Bus



from specialist bookshops, many WH Smith branches or by post from

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Edinburgh EH15 2QJ

## MODELS FOR SALE

**Victoria Coach Station.** The Original Omnibus Company 1:76 scale card kit. Intact and unused in original box. Offers to: PAN28596@gmail.com.

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800 ITEMS FOR SALE



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E-mail: [annies@live.co.uk](mailto:annies@live.co.uk)

## MODELS WANTED

# Graham models



**Buy any unwanted model collections anywhere in the UK and will collect**

e-mail: [graham31.gl@gmail.com](mailto:graham31.gl@gmail.com)

mobile: **07487 699905**

## PHOTOGRAPHS WANTED

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**Observation coaches & Half-deckers.** Author seeks photographs of British-built observation coaches, including Whitson (as immortalized by Dinky Toys), Park Royal-bodied Commandos, and pre-war examples by Beadle, London Lorries, etc. Also seeking photographs of Crellin-Duplex half-deckers as built by Lincs Trailer and Mann Egerton 1949-53. With original or subsequent owners and non-PSV. Free copy of completed book for contributors of two or more published images. Neville Mercer, 16 Cheviot Close, Astley Bridge, BOLTON BL1 7BW. Tel: 07434 066838, E-mail [neville.mercer@googlemail.com](mailto:neville.mercer@googlemail.com)



**Photographs of Birmingham City Buses from 1960s** (fleet numbers between 1481-3227). Black & white or colour. Contact Keith: [currkei@aol.com](mailto:currkei@aol.com)

**Dewsbury 1918-28.** Photographs & information wanted and on buses around Dewsbury 1918-28. Tel: 01516 450545(pm).

## MISCELLANEOUS ARTEFACTS FOR SALE



**Leyland Tiger key ring**, £28 including p&p, choice of 3, tan or black backing, genuine chrome and enamel, also lapel badge to match £30; **Leyland genuine script body badge** unused old stock, a few scuffs from storage but no damage. £55 including p&p; **Leyland driver's coat badge** this is an original script badge from the 1950/60s, chrome and enamel and in really nice condition, a rare and genuine badge. £25 including p&p. Alan: 01872 575140.

**Original Bus & Coach body badges.** Ideal for preservation project or wall decoration. Bedford, Duple, Jonckheere, Harrington, Plaxton: £20 each + P&P. Panorama II block chrome letters: £35 + P&P. Others available. Original Leyland Tiger driver's lapel badge in good condition: £28 including P&P. Original Leyland shield driver's coat badge in very good condition: £30 including P&P. Also, original Leyland driver's coat badge in very good condition: £20 including P&P. Pictures via e-mail. Contact Alan, Tel: 01872 575140 or E-mail: [alcornwall@btinternet.com](mailto:alcornwall@btinternet.com).

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**Lapel Badges.** Seeking to buy lapel or pin badges for the following bus builders: MCW, Metro- Cammell or Metrobus, Optare, Wright Bus, Ailsa (pre-Volvo) and British United Traction. E-mail: [ian@ihmsl.com](mailto:ian@ihmsl.com) Tel: 07855 324562.

## EVENTS

**EVENT ORGANISERS:** Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail [presbuses2@btinternet.com](mailto:presbuses2@btinternet.com) or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

### SATURDAY 7 APRIL

**South East Bus Festival.** Kent Showground, A249 Detling, near Maidstone, Kent ME14 3JF. Marking 60 years of the Leyland Atlantean. 10.00-16.00. Frequent free bus service around the showground. Sales stands, model displays, guest speakers, slide shows & Reunion Tea Room where former East Kent, Maidstone & District and Maidstone Corporation staff can reminisce. Details: [www.arrivabus.co.uk/south-east-bus-festival](http://www.arrivabus.co.uk/south-east-bus-festival), [www.facebook.com/southeastbusfestival](http://www.facebook.com/southeastbusfestival) or [www.kentshowground.co.uk/heritage-transport-show](http://www.kentshowground.co.uk/heritage-transport-show)

**Enfield Transport Bazaar.** St. Paul's Centre, 102 Church Street, Enfield EN2 6AR. Two mins walk from Enfield Chase Station or ten mins from Enfield Town Station. All buses serving Enfield Town stop within five mins walk. Up to 40 stalls selling books, photos, DVDs, maps, timetables, tickets & other memorabilia. 11.00-14.30. Admission £3, accompanied children free. Details: NLETE, 8 The Rowans, Palmers Green, NI3 5AD (SAE please) or [nleevents@outlook.com](mailto:nleevents@outlook.com)

### SUNDAY 8 APRIL

**South Yorkshire Transport Museum Open Day** at Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, [info@sytm.co.uk](mailto:info@sytm.co.uk) or [www.sytm.co.uk](http://www.sytm.co.uk)

**Watford & Garston Bus Running Day.** Details: Amersham & District Motorbus Society, 68 Hitcham Road, Taplow, Maidenhead SL6 0LZ, [info@amershammotorbussociety.co.uk](mailto:info@amershammotorbussociety.co.uk) or [www.amershammotorbussociety.co.uk](http://www.amershammotorbussociety.co.uk)

### SATURDAY/SUNDAY 14/15 APRIL

**The Trolleybus Museum at Sandtoft.** Fairground Organ Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or [www.sandtoft.org.uk](http://www.sandtoft.org.uk)

### SUNDAY 15 APRIL

**National Tramway Museum.** Whetstone Models running. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, [enquiry@tramway.co.uk](mailto:enquiry@tramway.co.uk) or [www.tramway.co.uk](http://www.tramway.co.uk)

### 11th Penzance VR Revival & Vintage Bus Running Day.

Penzance Bus Station, services to Camborne, Lands End, St Ives, St Just, Marazion, Mousehole, Perranuthnoe & Praa Sands. Further details available from: Thames Valley & Great Western Omnibus Trust, Ledger Farm, Forest Green Road, Fifield, Maidenhead, Berks SL6 2NR, telephone: 07990 505373 or enquiries@tvagwot.org.uk. See [www.cornwallbuspreservation.co.uk](http://www.cornwallbuspreservation.co.uk) or [www.tvagwot.org.uk](http://www.tvagwot.org.uk) for entry forms & details of programme availability

**London Bus Museum. Spring Bus & Coach Gathering.** Featuring 'Brooklands & Buses' exhibition. Larger display of buses possible with building work completed. Transport market place, bus rides, children's entertainment & more. Admission £13.50, concessions £11.50, child £7, family £35, or buy in advance & pay 2017 prices. LBM/BMT members free (join on the day & get free entry). Includes free entry to most attractions in Brooklands Museum. Free parking at Museum (postcode for The Heights car park KT13 0XP). Further details available from: London Bus Preservation Trust Ltd, Brooklands Road, Weybridge KT13 0QS, 01932 837994, [londonbusmuseum@btinternet.com](mailto:londonbusmuseum@btinternet.com) or [www.londonbusmuseum.com](http://www.londonbusmuseum.com)

### SATURDAY 21 APRIL

**Great Central Railway & LHT Bus & Rail Event.** Quorn & Woodhouse Station Yard, Leicestershire. 10.00-17.00. Display of buses & coaches, local heritage bus services & rail trips. Transport sales stalls. Details: Leicester Transport Heritage Trust 07891 071908, 0116 275 1642, [info@ltht.org.uk](mailto:info@ltht.org.uk) or [www.ltht.org.uk](http://www.ltht.org.uk)

### SATURDAY/SUNDAY 21/22 APRIL

**6th Wellingborough Bus Rally.** Wellingborough Museum, Castle Way Wellingborough NN8 1XB. Free. 10.00-16.30. Bus rides, stalls, refreshments. Entries welcome. Details: Steve Loveridge, 75 Bakers Crescent, Irchester, Wellingborough, Northants NN29 7BA.

**Museum of Transport Greater Manchester.** Festival of Model Tramways. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-16.30. Operational model railway layouts. Revised admission charges apply. Free bus to & from Manchester Victoria Station every 20 mins 09.50-16.30. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or [www.motgm.co.uk](http://www.motgm.co.uk)



# South East Bus Festival

**2018 South East Bus Festival** Part of the 

**Saturday 7<sup>th</sup> April**

10am to 4pm at Kent Showground  
on the A249 at Detling, near Maidstone

- Admission £10 per person or £7 in advance •
- Children under 14 years admitted free •

Ticket allows entry to the Heritage Transport Show, South East Bus Festival and as many free bus rides as you can manage!

- Over 100 buses and coaches expected, old and new, plus around 800 cars, commercial vehicles, tractors and motorbikes
- Free rides around the showground every five minutes in around forty buses and coaches
- Reunion Tea Room ■ Guest speakers
- Sales-stands and displays ■ Slide shows.



For full details visit

[www.arrivabus.co.uk/south-east-bus-festival](http://www.arrivabus.co.uk/south-east-bus-festival)  
[www.facebook.com/southeastbusfestival](https://www.facebook.com/southeastbusfestival)

# LEICESTER Bus & Train SPECTACULAR!

**QUORN & WOODHOUSE STATION**  
SATURDAY 21<sup>st</sup> APRIL 2018 - From 10 am to 5 pm



Free entry and free bus rides on a variety of routes including a shuttle to Loughborough Midland and Central stations  
Enhanced GCR train service with normal fares and short hop tickets

This event is a joint initiative between the Leicester Transport Heritage Trust and the Great Central Railway  
For full up to date information visit [www.ltht.org.uk](http://www.ltht.org.uk) or [www.gcrailway.co.uk](http://www.gcrailway.co.uk)

CAR PARKING IS ADJACENT TO QUORN STATION. FREE DISABLED PARKING IN STATION YARD  
SAT NAV LOCATION - LE12 8AW



**LONDON BUS MUSEUM**

A LIVING HERITAGE

## Events 2018

Located at  
**BROOKLANDS MUSEUM**  
WEYBRIDGE

### Spring Gathering

The Classic Bus Show

Featuring an exhibition of "Brooklands and Buses"

Now that building work has been completed at Brooklands, an even larger display of buses will be possible with the traditional transport Market Place.

If you own or drive a bus, visit [londonbusmuseum.com](http://londonbusmuseum.com) and register to attend.

Enjoy all of the buses on display, and make a point of visiting Brooklands new aircraft factory, opened for the first time in November 2017.

Some of the vehicles already booked in,

15<sup>th</sup> April



**Brooklands; On the Buses 24<sup>th</sup> June**

A fun event for everyone.

Supported by 

**Transportfest**

The Leyland Story

**21<sup>st</sup> October**

Normal Brooklands Museum entry prices apply to all events

Adults £13 Children £7 Senior/Students £11 Family £34 LBM/BMT members free (Buy your tickets in advance and pay 2017 prices)

Join on the day and get free entry

Includes free entry to most attractions in Brooklands Museum.

Post code for "The Heights" car park KT13 0XP

London Bus Preservation Trust Ltd, Brooklands Road, Weybridge, Surrey. KT13 0QS

Registered Charity No. 1053383

[londonbusmuseum.com](http://londonbusmuseum.com)

Telephone 01932 837994



Accredited Museum 1633



## SUNDAY 22 APRIL

**Teesside Vintage Bus Running Day.** The 500 Group. Transporter Bridge, Middlesbrough. Free vintage services from 10.30. Links from Middlesbrough Bus Station & Stockton High Street. Routes around Teesside, vintage coach tour into North Yorkshire, express coach service to Yarm. Up to 25 buses on five timetabled routes. Static displays, stalls, etc. Details: 01642 317039 or bill.500group@btinternet.com

**Aston Manor Road Transport Museum. Spring Running Day.** Guest & museum vehicles running free services. 10.30-16.00. Sales stands. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. Admission £5, child £2, family £13 (include event programme). Details: 01922 454761, www.amrtm.org or Facebook

**Warminster, Wilts. CTP Spring Road Run.** 10.30 from Warminster Central Car Park BA12 9BT. Road run for commercial vehicles 20 years & older. Wiltshire White Horse route, approximately 65 miles. Commercial Transport in Preservation. Details: Mary Bailey 01747 823365, m.bailey1950@btinternet.com or www.thectp.org.uk

**Nottingham Area Bus Society.** Road transport event at the Great Central Railway Nottingham, Mere Way, Ruddington NG11 6JS. Just turn up! Details: www.gcrn.co.uk

**East Grinstead Running Day.** Details: (SAE please): Country Bus Rallies, 19 Hampton Way, East Grinstead RH19 4SG

**Amberley Museum & Heritage Centre. Spring Bus Show.** Amberley Museum & Heritage Centre, Bury, West Sussex BN18 9LT. Details: 01798 831370, office@amberleymuseum.co.uk or www.amberleymuseum.co.uk

## FRIDAY/SATURDAY 27/28 APRIL

**London Transport Museum. Depot Discovery Tours at Acton Depot.** Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00-17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

## SATURDAY 28 APRIL

**46th Irish Transport Heritage Annual Bus & Coach Rally.** Ulster Folk & Transport Museum, Cultra, Co. Down, Northern Ireland. 09.30-17.00. Optional 40 miles road run, free bus services, sales stands. Details: Howard Cunningham, 02893 372449, 07738 941848, howard@upsilon.org.uk or www.ith.org.uk

**Mid Sussex Transport Fair.** Clair Hall, Perrymount Road, Haywards Heath, RH16 3DN. 10.00-15.00. Details: Julian Bowden, 21 Forde Avenue, Bromley, BR1 3EU (SAE please) or 07932 812268

**National Welsh 40th Anniversary Bus & Coach Run.** Cheltenham to Chepstow, then Cardiff (Ely) & Barry Depot. Associated buses welcome. Details: www.redandwhitebus.co.uk/

## SATURDAY/SUNDAY 28/29 APRIL

**National Tramway Museum. Conversations & Memories – a celebratory weekend.** Art activities & demonstrations for adults & children. Separate evening production of 'Tickets Please' by D H Lawrence. Open 10.00. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk, or www.tramway.co.uk

**UK Coach Rally,** Blackpool Promenade. See: www.coachdisplays.co.uk

## SUNDAY 29 APRIL

**40th Anniversary Formation of National Welsh Running Day.** Barry Depot, Broad Street Barry CF62 7AH. Preserved bus rides around the Vale of Glamorgan & between CTPG depots. Catering & stalls at Broad Street. Visiting National Welsh & constituent vehicles on display. Details: info@ctpg.co.uk, www.ctpg.co.uk/ or Facebook

## MID SUSSEX TRANSPORT FAIR

SATURDAY 28TH APRIL 10.00AM - 3.00PM

CLAIR HALL, PERRYMOUNT ROAD,  
HAYWARDS HEATH, RH16 3DN

ADMISSION £2.00

Close to Haywards Heath railway station  
(opposite the former Southdown Bus Station)

Both of these transport fairs offer for sale, bus, railway  
and commercial vehicle related items, including:

Books, DVDs, ephemera, memorabilia, models, photographs,  
postcards, tickets, videos, etc. Refreshments available

## EPSOM & EWELL TRANSPORT FAIR

SATURDAY 19TH MAY 10.00AM - 3.00PM

BOURNE HALL, SPRING STREET,  
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Mayday Bank Holiday Weekend  
5th, 6th & 7th May 2018

Conwy & Great Orme Evening Road Runs  
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**Wiltshire College, Chippenham  
& Chippenham Bus Station  
SUNDAY 13th MAY 2018 1000 - 1700**

# CHIPPENHAM BUS RALLY & RUNNING DAY SUNDAY 13TH MAY 2018

- ★ **FREE BUS & COACH RIDES** on classic vehicles from Chippenham Bus Station
- ★ **FREE SHUTTLE BUS** between Wiltshire College and Chippenham Bus Station
- ★ **DISPLAY** of modern & vintage buses & coaches
- ★ **SALES** stands



For further information contact:  
Bristol Road Transport Collection  
07941 615333 or 0117 909 8042  
E mail: [jhitchingsbus@blueyonder.co.uk](mailto:jhitchingsbus@blueyonder.co.uk)  
visit our website:  
[www.bristolbusevents.co.uk](http://www.bristolbusevents.co.uk)  
Bristol Harbourside Bus Rally & Running Day



## Classic Bus & Coach Rally

Sunday 1<sup>st</sup> July 2018 10:00 - 17:00



at Wirksworth Station, Coldwell Street, Wirksworth, DE4 4FB

Free Heritage Bus Rides - Stalls - Refreshments  
Steam and Heritage Diesel trains between Wirksworth and Duffield

[www.e-v-r.com](http://www.e-v-r.com)

Got a vehicle? Contact Geoff Clark  
[geoffrey.clark3@ntlworld.com](mailto:geoffrey.clark3@ntlworld.com) or 07590 992627 / 01332 669497

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Steam train rides connecting with preserved buses at all stations



For full details and entry forms contact Dennis Vickers:

[www.peakparkrally.wordpress.com](http://www.peakparkrally.wordpress.com)

14, Whiting Mews, Holland Road, Old Whittington, Chesterfield, S41 9HF



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SUNDAY 29 APRIL

**Keighley Bus Museum Open Day.** Free bus services in the local linking KBMT, Keighley railway & bus stations & town centre. Stalls, refreshments & toilets at Museum. 10.00-17.00. Keighley Bus Museum Trust, Unit 5 River Technology Park, Riverside, Keighley BD21 4JP. Details: 07546 704558, enquiries@kbmt.org.uk www.kbmt.org.uk

FRIDAY-MONDAY 4-7 MAY

**Llandudno Transport Festival.** Bodafon Fields, Llandudno LL30 3BW. Details: Llandudno Transport Festival, 48 Church Road, Rhos on Sea, Colwyn Bay, Conwy County LL28 4YS (SAE please), info@llantransfest.co.uk or www.llantransfest.co.uk

SATURDAY 5 MAY

**Theydon Bois Transport Bazaar & Vintage Bus Display.** Village Hall, Coppice Row, Essex CM16 7ER. 5 mins level walk from Theydon Bois Central Line Station (LU Zone 6). Up to 40 stalls selling books, photos, maps, etc. Approx. 20 vintage buses on display, some giving free rides around Epping Forest. 11.00-15.30. Admission £3, accompanied children free. Refreshments. No public car parking. Details: NLETE, 8 The Rowans, Palmers Green, NI3 5AD (SAE please) or nlevents@outlook.com

**Windsor International Toy & Train Fair.** Windsor Leisure Centre, Clewer Mead, Stovell Road, Windsor SL4 5JB. 10.30-15.00. Admission £3, concession £2.50, early (09.00) £7. Details: 07825 564960 or www.windsortoyfair.co.uk

SATURDAY-MONDAY 5-7 MAY

**The Trolleybus Museum at Sandtoft.** Diesel Weekend & Trolleydays. Sandtoft, nr Doncaster. 01724 711391 or www.sandtoft.org.uk

**Rushden Cavalcade of Transport and Country Fair.** A6 Bedford Road, south of Rushden, Northants NN10 0SN. Free parking. Details: www.cavalcade.org.uk

SUNDAY 6 MAY

**Glasgow Vintage Vehicle Trust Open Sunday.** Bridgeton Bus Garage, Broad Street, Glasgow. 11.00-16.00. Free bus service between garage & city centre. Admission £5, child/OAP £3, family £12. Details: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

**48th Ipswich-Felixstowe Vehicle Run.** Over 500 vehicles including cars, lorries, motorcycles, buses & military vehicles depart Christchurch Park at 11.00 for afternoon display on Felixstowe Promenade. Participating vehicle owners must apply in advance (entry/admin fee payable). Vehicles must be over 30 years old. Museum open. Admission: £5.50, child £3.50, concessions £5, family £16 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

**HCVS 56th London to Brighton Run.** Details: www.hcvs.co.uk

**North East Bus & Coach Show.** Spillers Wharf, Newcastle Quayside. Details: www.nebpt.co.uk

**North West Museum of Road Transport, St. Helens. Classic Car Show** with North West Casual Classics. Cars from last 70 years on display. 11.00-16.00. Free heritage bus rides. Details: www.nwmort.co.uk or 01744 451681. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU.

SUNDAY/MONDAY 6/7 MAY

**The Transport Museum Wythall. Operating Days.** 10.30-17.00 (last admission 16.30). Classic bus & miniature steam railway rides. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre) 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50. Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

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STATIC & SERVICE BUSES!  
OPEN TOPPERS REQUIRED!**



**7th July 2018 - KINGS PARK from 9:30AM**

**SUPPORTED BY WESSEX TRANSPORT SOCIETY**

**National Tramway Museum. Beer and Bands at Crich.** Beer Festival with bands playing. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

MONDAY 7 MAY

**Oxford Bus Museum Vintage Bus Running Day.** Hourly services to Oxford Parkway, Witney and Woodstock. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. 10.30-16.30. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

**King Alfred (Winchester) Running Day.** Details 01737 823436 or www.fokab.org.uk

SATURDAY 12 MAY

**Faversham Transport Weekend.** Bus & commercial vehicle display and bus running day. 10.00-16.00. On street displays around the town. Free vintage bus rides. Details: Roland Graves. 17 Ashkeys, Vigo Village, Gravesend, Kent DA13 0SL, rolyg@supanet.com www.faversham.org. This event is Saturday only – cars & other vehicles are displayed on Sunday

**South Shields Model Bus Show 2018.** Celebrating 60 years of the MBF and the 1968 Transport Act. Model Bus Federation North East Area. Salvation Army Hall, Wawn Street, South Shields NE33 4EB. Five mins from Chichester Metro. 09.30-16.00. Admission: £3.00, children & concessions £2. Motorised & static displays, photograph sales, model trade stands, slide & film shows, refreshments. Details: 0191 378 2128 or 07773 923704

SATURDAY/SUNDAY 12/13 MAY

**Epping Ongar Railway. London Transport Weekend.** A celebration of all things London Transport. Intensive train service, possible visiting locomotives with an LT theme. Bus rally part of event. Details: www.eorailway.co.uk



SATURDAY/SUNDAY 12/13 MAY

**East Anglia Transport Museum 1940s Weekend.** Free park & ride service. Bus services to Lowestoft & Beccles. Trade stands. BBQ in the park. Music & dancing. Trams & trolleybuses running both days. Price concessions for period costume. 11.00-18.00 Sat & 11.00-17.00 Sun. EATM, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. 01502 518459, admin@eattransportmuseum.co.uk or www.eattransportmuseum.co.uk

SUNDAY 13 MAY

**3rd Annual Scarborough Busfest.** 10.00-17.00. Ryndle Crescent car park, Northstead Manor Drive YO11 3LW. East Yorkshire Thoroughbred Car Club invited. All vintage & classic cars, coaches and buses welcome. Free local bus services. Trade stalls. Details: West Riding Bus Group, 07774 626475, wrbg@talktalk.net, www.wrbg.weebly.com or Facebook

**Minehead – Porlock – Lynmouth.** Quantock Heritage will run a heritage service on this route. Details: www.quantockheritage.com. Guest pre-1960s vehicles welcome; contact: sales@quantockheritage.com

**Chippenham Bus Rally and Running Day.** The Wharf Bus Station, Chippenham, Wilts. Free vintage bus services, plus link to Chippenham station. Display & sales stands at Wiltshire College, Cocklebury Road SN15 3QD. Details: Bristol Road Transport Collection, 48 Kenilworth Drive, Willsbridge, Bristol BS30 6DZ (A5 SAE please), 07746 412555, www.bristolbusevents.co.uk or Facebook

**South Yorkshire Transport Museum Open Day.** Includes bus running day with buses to Conisbrough Castle. South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@syt.m.co.uk or www.syt.m.co.uk

**LT Country Bus Rally, Sevenoaks.** Details (SAE please): Country Bus Rallies, 19 Hampton Way, East Grinstead RH19 4SG.

## MUSEUMS

## ALDRIDGE TRANSPORT MUSEUM 2018 CELEBRATING 40 YEARS



WINTER RUNNING DAY &  
**BUSES BY NIGHT**  
SATURDAY 17<sup>TH</sup> FEBRUARY  
14:00 TO 20:00 (NO MORNING ADMISSION)



**MODELS IN THE MUSEUM**  
SUNDAY 25<sup>TH</sup> MARCH  
10:00 TO 16:00



**SPRING RUNNING DAY**  
SUNDAY 22<sup>ND</sup> APRIL  
10:00 TO 16:00

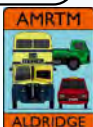
### Free Buses from Walsall on Event Days (only)

Departs Walsall (Hatherton Road) 10:20 and every 30 minutes to 16:20 (14:20 to 20:20 for February Event). We intend to run to timetable, but no departures or connections can be guaranteed - check for late news.

**Event Admission £5 adult, £2 child, £13 family**  
**Make a Note - 8<sup>th</sup> July - Annual Open Day**

### Aston Manor Road Transport Museum

Open Tuesdays, Saturdays and Sundays, 10:30 to 16:00  
Normal Admission £3 adult, £2 child, £9 family  
Shenstone Drive, Off Northgate, Aldridge, Walsall WS9 8TP  
www.amrtm.org 01922 454761 Registered Charity no. 519216



## TRANSPORT Museum WYTHALL

Chapel Lane, Wythall,  
Worcestershire B47 6JA  
[www.wythall.org.uk](http://www.wythall.org.uk)

Tel: 01564 826471  
registered charity no 1167872



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see website timetable  
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## Forthcoming events

(open 10.30am—5pm)

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SUNDAY & MONDAY  
6th & 7th MAY

**SPRING BANK HOLIDAY**  
SUNDAY & MONDAY 27th & 28th MAY

**FATHERS' DAY SUNDAY 17th JUNE**

**AUGUST BANK HOLIDAY**  
SUNDAY & MONDAY 26th & 27th AUGUST

**AUTUMN RUNNING DAY OCTOBER 14th**

**SATURDAY OCTOBER 27th**  
**TWILIGHT RUNNING DAY**  
OPEN 11am—7pm

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Parking at Museum limited to 'blue badge' holders and visiting classic vehicles – visiting buses, cars, motorcycles & commercials welcome but **please contact in advance.**)

**Great snacks** (hot and cold drinks, filled rolls, and lots of cakes!) and **sales stalls** - stallholder enquiries welcome

Please note **no dogs** - except assistance dogs

Lincolnshire Road Transport Museum, Whisby Road  
North Hykeham, LINCOLN LN6 3QT  
**01522 500566**

[www.lvvs.org.uk](http://www.lvvs.org.uk)

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Sunday 20 May  
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Spring Running Day  
Festival of Transport  
Summer Running Day  
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### INSTRUCTION TO YOUR BANK OR BUILDING SOCIETY TO PAY BY DIRECT DEBIT



Please fill in the whole form using a ball point pen and send to:

**Bus & Coach Preservation Subscriptions Department**

Unit 4, College Road Business Park, College Road North, Aston Clinton, HP22 5EZ.

Tel: 01442 820580 Fax: 01442 827912 E-mail: [bcp@webscribe.co.uk](mailto:bcp@webscribe.co.uk)

### Name and full postal address of your bank or building society

Service Users Number:

4	2	7	0	4	9
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Name of Bank / Building Society: \_\_\_\_\_

Address of Bank / Building Society: \_\_\_\_\_

Post Code: \_\_\_\_\_

Name of Account Holder: \_\_\_\_\_

Bank / Building Society Account Number

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Branch Sort Code:

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Reference (office use only)

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### Instruction to your Bank or Building Society

Please pay Presbus Publishing Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Presbus Publishing and, if so, details will be passed electronically to my Bank/Building Society.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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